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Vol. CLXXXVII No. 2439 WITH WHICH IS INCORPORATED THE GRAPHIC OCTOBER 19 1946

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CARRERAS – 150 YEARS' REPUTATION FOR QUALITY

Volume CLXXXVII No. 2439 The SPHERE, London, October 19, 1946

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

WAR LEADERS HONOURED AT CAMBRIDGE—FIELD-MARSHAL LORD MONTGOMERY OF ALAMEIN AND GENERAL OF THE ARMY EISENHOWER RECEIVE HONORARY DEGREES: Walking together in the procession to the Senate House, where Lord Baldwin conducted the ceremony

Into his crowded visit to Britain, a visit which has included a stay as the guest of the King and Queen at Balmoral, a dinner at Downing Street, and official ceremonies in Edinburgh, General of the Army Eisenhower included his long-awaited visit to Cambridge, and there, in company with his old collaborator, Field-Marshal Lord Montgomery of Alamein, received the honorary degree of Doctor of Laws. The two leaders walked in procession to the crowded Senate House, and, after the degrees had been conferred by Earl Baldwin of Bewdley, now the Chancellor of the University, the audience heard the official Orator, Mr. W. K. C. Guthrie, of Peterhouse, eulogise the services of the two men. General Eisenhower he called the champion of liberty, the maker of victory by united counsel and action. Lord Montgomery, declared the Orator, was in physical prowess the true son of his father "who, when at Trinity, cleared at one bound the steps at the entrance to the hall, an exploit successfully attempted by a very few"

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Cabinet Changes.—These are already ancient history. The salient features of the changes made were: 1. Promotion for clamant youth in the party. 2. Reduction in size of Cabinet by removing all three political heads of the Service departments from the Cabinet. 3. Preparation for a Ministry of Defence, with a Minister in the Cabinet to "answer for" all three Services. This will be Mr. Alexander. Mr. Hall, aged sixty-four, becomes ruler of the King's Navee and transfers his talents to the Upper House under a coronet of sixteen silver balls. This perhaps was a surprise appointment. As for the patent of Viscount, it has been an anomaly since it was first changed from the title of a county sheriff into an hereditary title in favour of John, Lord Beaumont in 1440. It seems pointless nowadays to create any title but that of Baron, when promotion to Duke and Marquess has faded out and promotion to Earl is rare enough. But I believe the promotees value it. The whole subject of House of Lords and hereditary titles is a fine example of the British way of reform by evolution rather than by revolution or legislation. The higher ranks of the peerage are fading themselves out, and an average Session of the Upper House nowadays is in no sense an affair of "hereditary legislators." Time and again in these debates by experts you will find in a House of thirty no more than three whose *fathers* received a summons before them. The rest are all "self-made," "drafts" from the Lower House, the Services, industry, and so on. Mr. Lawson's resignation was generally anticipated, and the War Office has Mr. Bellenger instead.

Quashed.—I confess to have been stunned by Mr. Bellinger's announcement to Parliament of the quashing of the sentences on 200-odd soldiers tried and condemned for mutiny. *Stunned* because it is logical now to hold suspect in retrospect all courts-martial held in war or peace. Everyone who heard the announcement naturally rejoiced that soldiers sentenced to grave punishments after an irregularly conducted trial are now set free. Everyone, too, who knows anything of soldiering and cares greatly for the efficiency of our Army and Navy and Air Forces must rejoice that Mr. Bellinger asserts that mutiny is still mutiny and a fit subject for a court-martial. For not even the genius of Field-Marshal Montgomery could win battles if obedience to orders were to become a question of "collective bargaining," and if mutiny was only justifiable "striking" when conditions are intolerable. That is still *not* the ticket. Intolerable conditions of discomfort are still no excuse for mutiny or for disobedience to superior orders, in the Services. What leaves so profound a disquiet in many minds is the fact of the J.A.G.'s very tardy discovery at the height of a public clamour of grave legal irregularities in a mass court-martial. In what particulars, we wonder, did the procedure and rules governing admission or rejection of evidence in this trial differ from a hundred such trials in the past; trials which notoriously favour the accused in every possible way? If these men were unjustly convicted of mutiny, how many innocent soldiers have been unjustly condemned in the past? This affair is the more regrettable, coming, as it does, at a time when sentences of such courts are constantly set aside. I could wish that these 200 soldiers had had their convictions quashed *earlier*, and not at the height of a public clamour in Parliament.

Monkeys' Joy-day.—That war unseats human reason is ghastly clear in every manifestation of human life the world over. Indeed, the number of human beings who still act and talk sensibly are so few to-day, in comparison with normal times, that their utterances strike on my ears with shattering force. It sometimes seems that all youth regards the barriers of restraint, tolerance, patience and discipline as down for ever, and the reign of irresponsible go-as-you-please begun. And that impression is the more remarkable when one considers that the most powerful Government, which overshadows them in the East, derives its strength from a disciplining of the individual to the overriding needs of the State, to a degree that is a total negation of individual liberty or go-as-you-please. So it is that sane men listen to the voice of such as General Smuts above the Babel, and are heartened to hear that he still feels the need of sober influences in a mad world, still is convinced that England's role is not played out, that her restraining influence is more than ever needed in Europe. So also the voice of Sidky Pasha sounds clear above the chattering in the Egyptian treetops, warning the irresponsibles of Egypt's still urgent need of English assistance for her own defence. Even in India, such voices are sometimes raised and heard. In how many lands they are ringing the bells of liberty and independence to-day, with never a thought for the cost and the sweat and the infinite sacrifices demanded to keep independence, to achieve a league of free nations, to make things safe for any form of democratic sovereignty of state. To-morrow they will be wringing their hands and crying for help. But to-day, the world over, the monkey packs are indulging in the luxury of unrestrained joy-days.

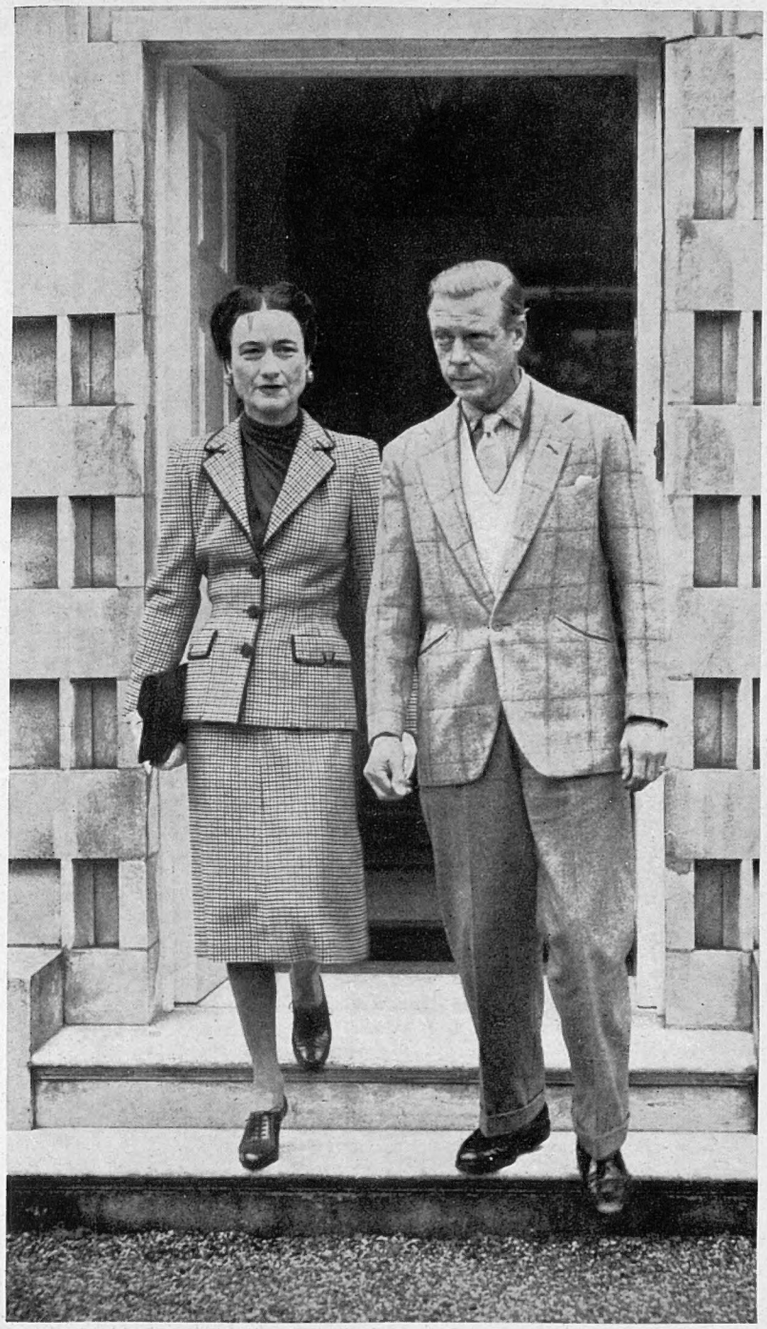
"Much Exposed to Authors."—The Iron Duke once or twice declared that he was much exposed to authors. He is so still. For a good long time now there has been nothing new to say about Wellington, Charles II, Elizabeth, Byron—nothing but a re-hashing of the well-worn authorities and a new psychological theory based usually on sex repression or such like. It does strike me as anomalous in these days of shortage that so many new books on well-worn subjects should be published while the authorities from which those new books derive nearly all their information are out of print and unobtainable. The latest book on the Duke quotes whole pages from *Creevey*, but *Creevey* remains obstinately out of print. Personally, I prefer to chew the point for myself and not to be served a hash or mincemeat. As for Elizabeth, she is more exposed to and by authors than even the Duke. She, indeed, has provided a Fun-Fair for Spinsters. I suppose it is natural that writing spinsters should settle on her obscure youth like bluebottles on a midden. They cannot leave her alone, the chance of scenting a sex repression, or an inhibition, is too tempting. They cannot leave it alone, they buzz round the smell, back and forth. Our fifteenth-century ancestors were no doubt coarse, licentious, unsanitary and ill-disciplined; and little girls much exposed to licentious rakes. But these poor Helens are long since dust, and historically or otherwise it cuts no ice to rake amid those ashes and discover again the relics of nastiness, to set it again on record that Anne Boleyn, Katherine Howard and Elizabeth were no better than they should be in their early teens. And to do the job in turgid, muddy style, with maddening repetition, without any lucid chronology, always harping on and harking back to contemporary rumours of nastiness in the woodshed. . . . How spinsterish and feline and futile!

Austrian Servants.—I understand Sir Ralph Glyn is to call attention to the question of Austrian servants, only too willing to come to England and to work in remote country homes to which no English girl can be induced on any terms to come. The logic of speeding up these piteous and congested applications is irrefutable and unanswerable. Austria cannot feed or employ these girls. They live idle on Allied food. They are spoiling for work over here which no English girl will touch. Of course, hospitals come first and mothers with young families second. But there is, too, something to be urged on behalf of the "professor in the pantry or scullery." "Work of national importance" is not in the long view only mining or bricklaying. It does seem to me unanswerable that professors, scientists, authors, women and men who do important voluntary work for their counties, should now be released, if they can name and label their willing recruits from Austria from seven years' hard labour in scullery and kitchen and be left free again to invent or research, or even to write books and organise county nursing. And how much stronger is the plea for granting their applications if the Austrian girls they name are willing to come to the applicant but unwilling to go elsewhere. The delays are intolerable. The grounds for refusal sometimes criminally lacking in understanding—e.g., the case of a couple seventy years or more of age, living in a vast, historic house (having nowhere else to live), refused their application on the ground that they were "only two persons." I suppose that thirty servants were too few to run that house in 1914 and fifteen in 1930.

Intrusions by Press Photographers.—I, too, hope that the Press photographers chosen by ballot to attend the Nuremberg executions will perform their hateful duty (if duty it be) with decency and humanity. In this country and in America, the Press and its photographers have reached a degree of indecency and intrusion which needs checking. The choice by ballot of representatives was by order, and due to necessity. The precedent is one to establish. Why should not there be a pool of carefully trained and dependable Press photographers to attend functions grave or gay adjudged to be of public interest; men who could be relied on to supply photographs which do not outrage bare decency? Already, scores of newspapers rely solely on a photographic pool, and if Fleet Street could but agree to extend the idea generally, it would remove one of the bitterest charges now made against it by the relic of its readers who remain civilised beings.

THE OLD STAGER

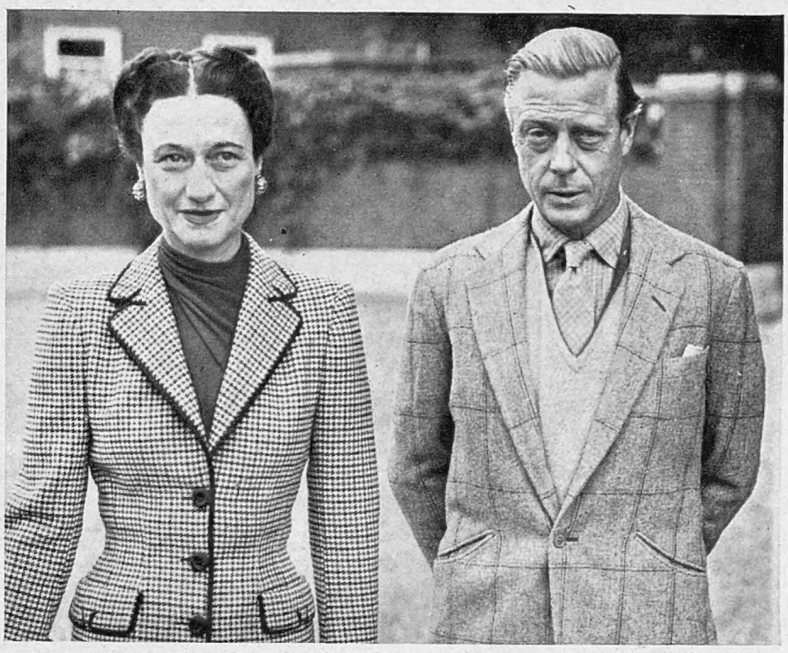
QUEEN ELIZABETH AT THE WHEEL OF THE "QUEEN ELIZABETH": Her Majesty, watched by the helmsman and Commodore Sir James Bisset, the captain, steering the 83,000-ton liner during her trials off the Isle of Arran as a preliminary to the maiden passenger voyage to New York. "It was a wonderful thrill," she said, "to control such a huge ship." On pages 80-81 of this issue are the latest pictures of the interior of the converted liner



THE DUKE AND DUCHESS AT EDNAM LODGE, SUNNINGDALE : It is their first visit to England since 1939 and, on arrival from Paris, they went straight to Sunningdale for a quiet week-end. According to present arrangements they may be going to New York on the "Queen Elizabeth's" second voyage

MR. CHURCHILL'S GIFT HOUSE : Britain's wartime leader giving the V-sign after the official opening ceremony at Churchill Court, near Sevenoaks, when he handed the title deeds of the mansion to Major-General Sir Frederick Maurice, national president of the British Legion. The house is being used as a convalescent home for men and women of the British Legion who served in the 1939-45 war. Churchill Court, which was given to Mr. Churchill by Mr. Charles Hopkins, a London hotel proprietor, as a token of gratitude for his war leadership, has been occupied by convalescents since July 1. There is accommodation there for forty-five people in rooms named after places connected with events in Mr. Churchill's life

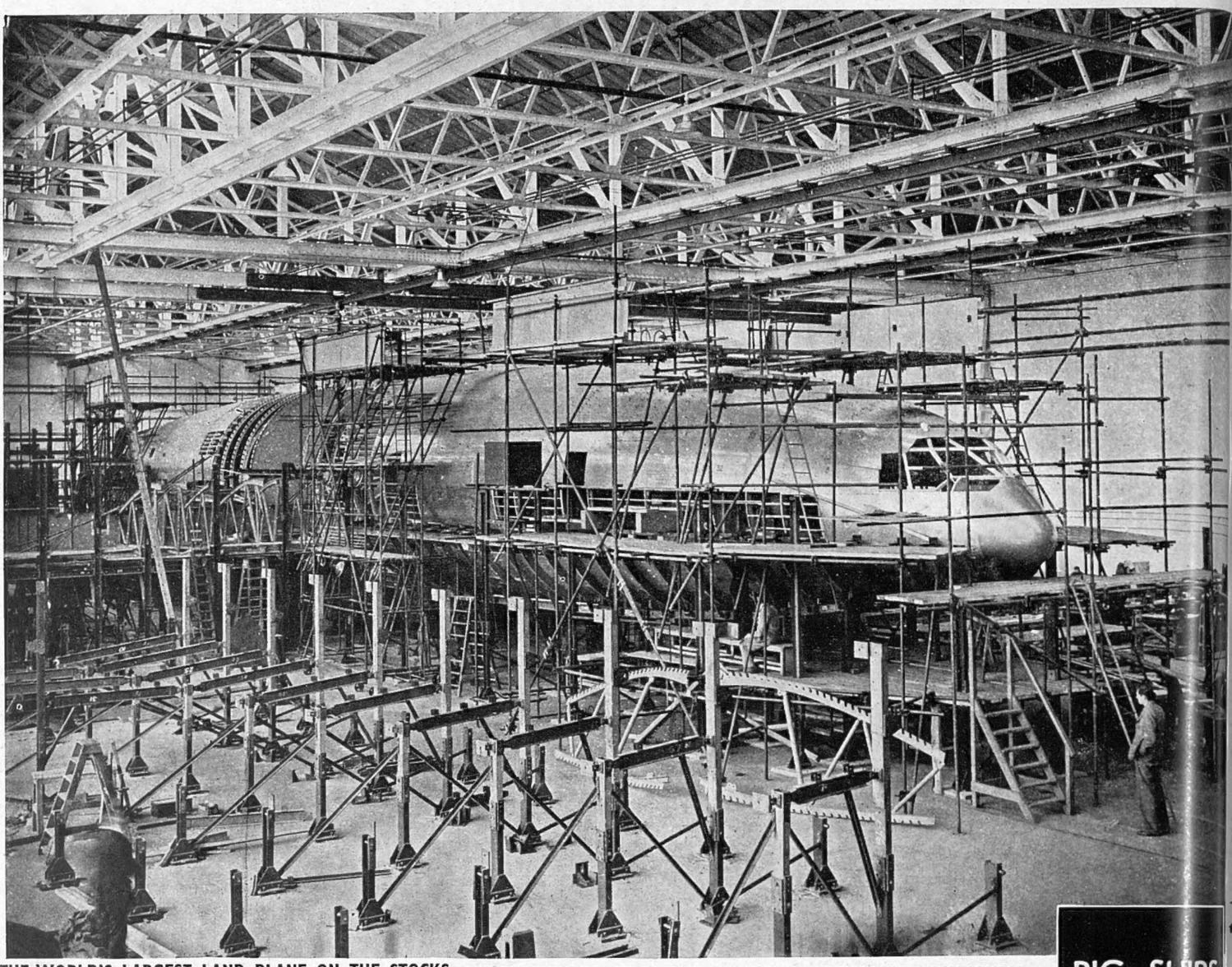
THE RETURN OF THE DUKE AND DUCHESS OF WINDSOR



NEARLY TEN YEARS AFTER THE ABDICATION : The Duke and Duchess of Windsor seen after their arrival at Ednam Lodge, Sunningdale, the home of the Earl of Dudley, on their first visit to England since 1939. During their stay they will be visiting London and Windsor frequently in order to make a selection from the Duke's furniture which has been stored here, and some of which they may send to their Paris home. It was also reported this week that the Duke would be seeing Mr. Attlee, possibly with a view to discussing a further colonial appointment. The Duke and Duchess were delayed many hours on their journey from Paris, first of all on the boat, and later through sustaining a puncture before reaching Sunningdale

MR. CHURCHILL CONDUCTS THE OPENING OF CHURCHILL COURT

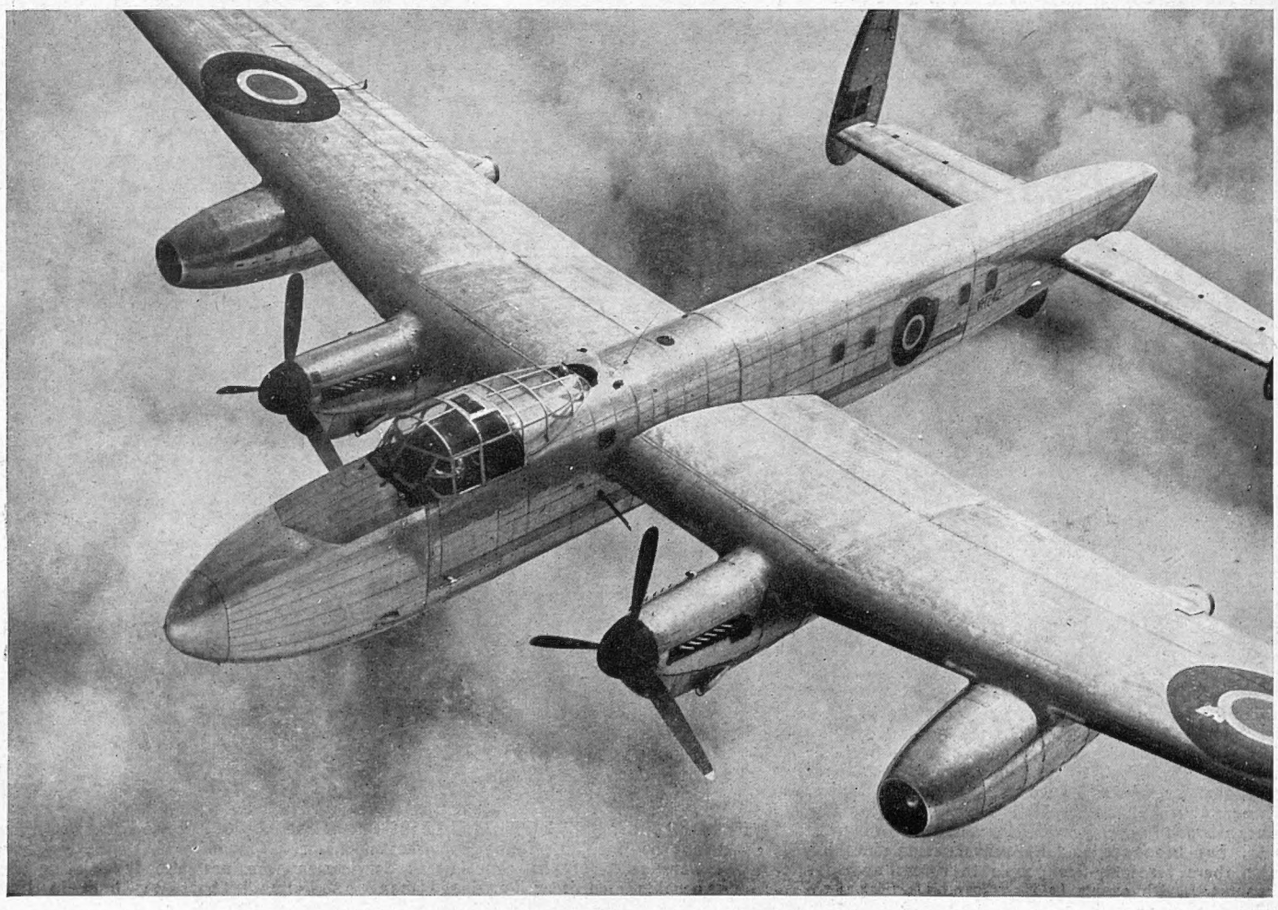
MR. CHURCHILL HANDS OVER THE DEEDS OF CHURCHILL COURT : He is seen speaking at the opening of the convalescent home. Crowding the window above were some of the convalescent Servicemen who are already enjoying the benefits of this well-equipped mansion. Churchill Court was built in 1900



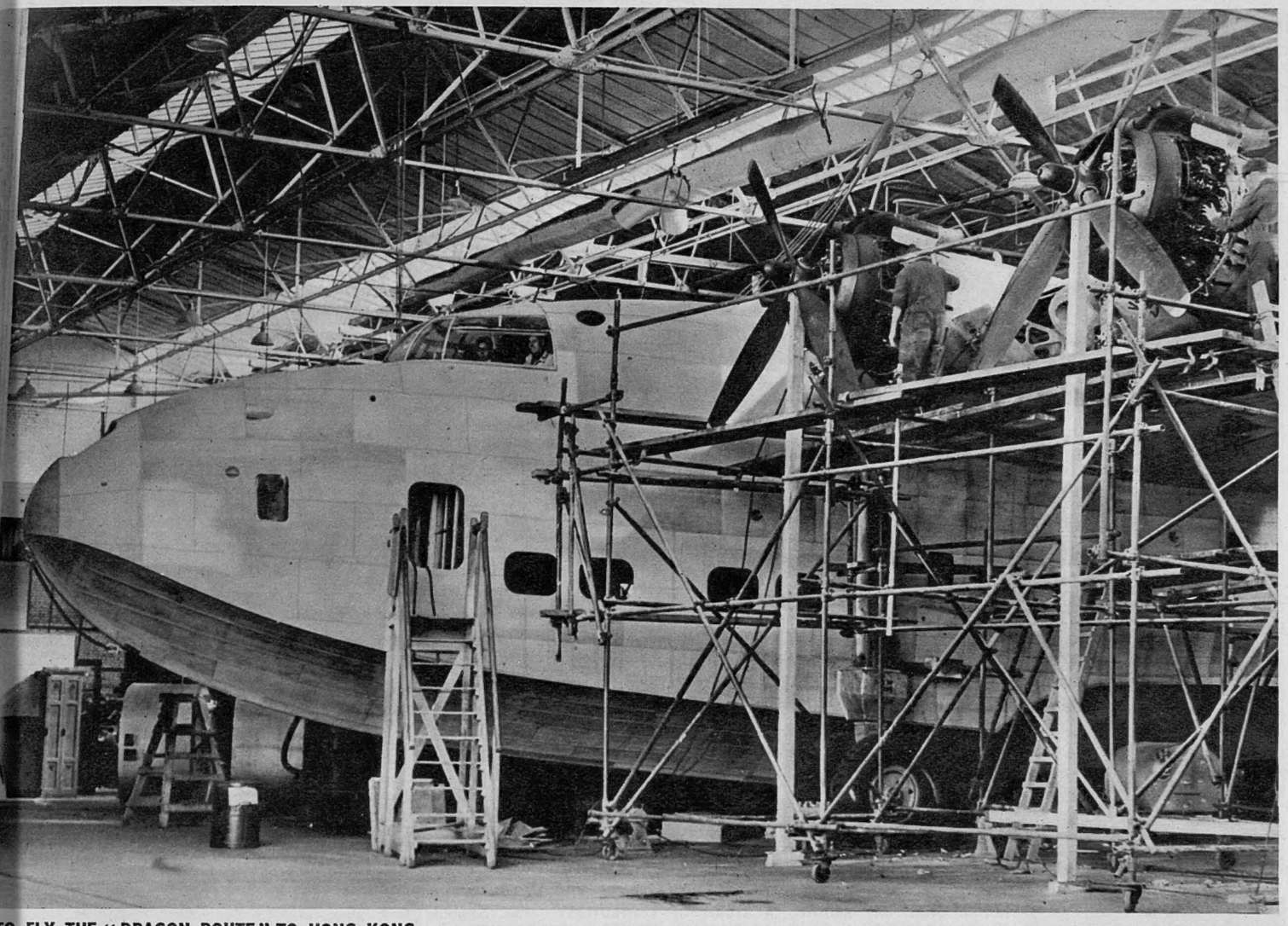
THE WORLD'S LARGEST LAND PLANE ON THE STOCKS—THE PROGRESS OF THE BRABAZON I AT FILTON AERODROME, NEAR BRISTOL: A view of the forward section of the 177-ft. fuselage of the great aircraft, showing in the foreground the jigs on which the wings will be built up. The whole picture shows how present-day aircraft construction has almost reached shipbuilding proportions. When the Brabazon I takes the air it will fly at a cruising speed of 350 m.p.h. between London and New York at a height of 35,000 ft. and "above the weather." It is not expected to be ready until the summer of 1947, as a new £1,500,000 hangar is having to be built at Filton and also a runway for its take-off, the latter involving the demolition of a number of houses. The Brabazon will be powered by eight engines, coupled in pairs in four nacelles, and each pair driving six-bladed propellers

BIG SHIPS OF THE AIR

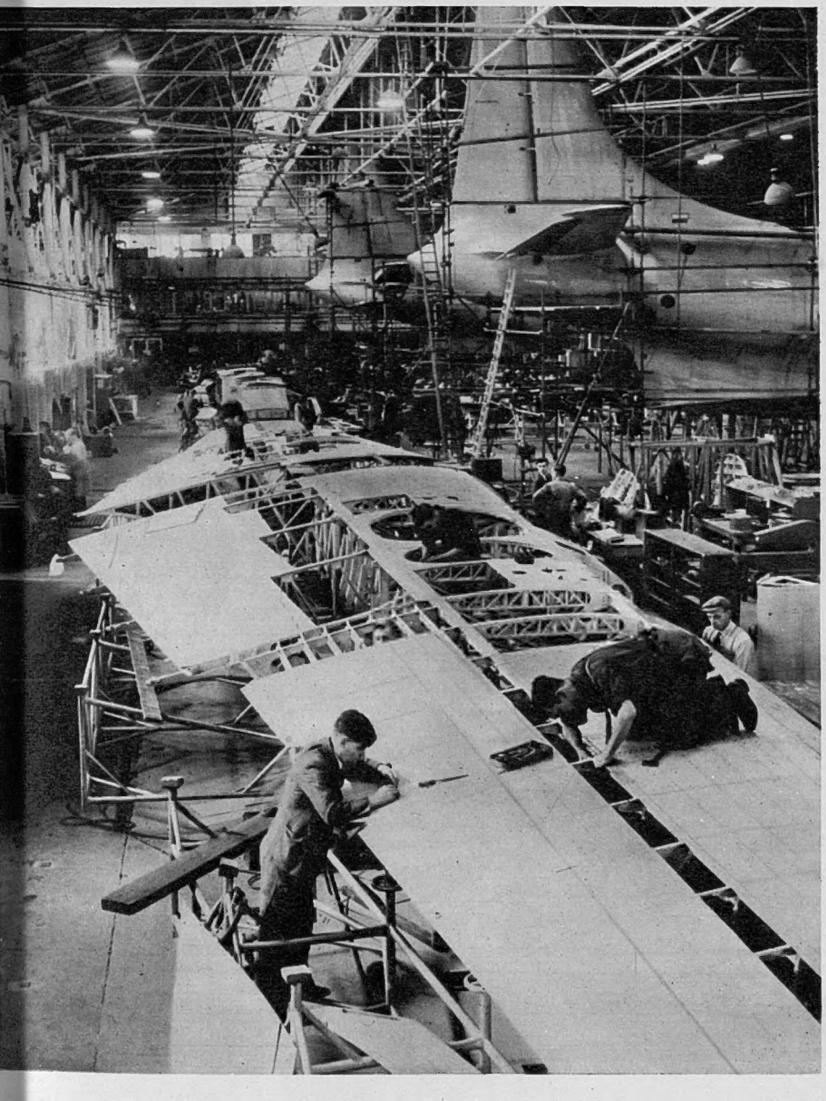
The Brabazon Takes Shape at Filton; Building the Solents

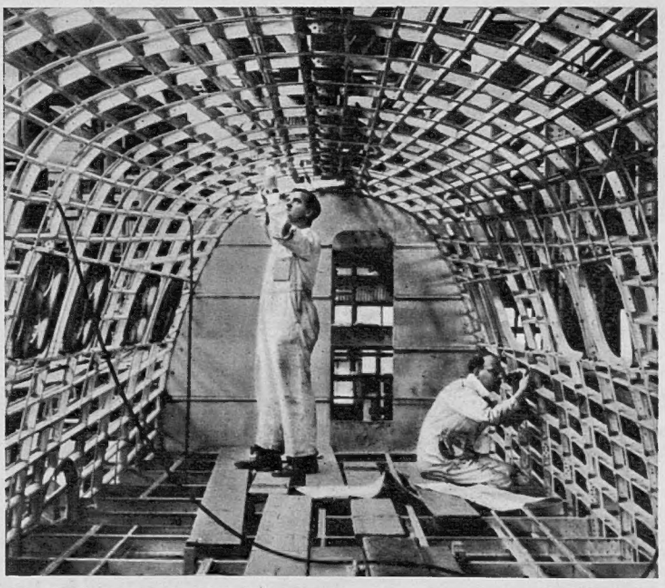


On left—**BRITAIN'S FIRST AIR TRANSPORT TO FLY WITH JET ENGINES:** A Lancastrian powered with two Rolls-Royce Nene jet-propulsion engines and two Merlin engines engaged in a recent test flight. The object of these tests with combined piston and jet engines has been to assess the efficiency of the new form of power plant when installed in heavy aircraft. On the results of this research will depend in large measure Britain's policy in commercial flying. Captain R. T. Shepherd, chief test pilot for Rolls-Royce, told the Press last week that with the machine running on jets alone the passenger is struck by the greatly reduced noise and lack of vibration. The Nene engine develops the equivalent of 15,000 h.p. at 600 m.p.h., and despite this remarkable performance weighs only 1,600 lbs. The maximum diameter of the engine is 4 ft.



TO FLY THE "DRAGON ROUTE" TO HONG KONG—THE FIRST OF THE NEW SHORT SOLENTS NEARING COMPLETION ON THE STOCKS AT ROCHESTER: Twelve of these four-engine flying-boats are to be used by British Overseas Airways Corporation on their service to the Far East, at present operating with Hythe flying-boats at a frequency of one a week. The twelve Solents, representing an order for £1,000,000, can each seat thirty passengers. They are considerably smaller than the Sandringham, another modern type of flying-boat produced by the same concern and carrying forty-five passengers





THE FITTING-OUT OF A SHORT SOLENT: Men at work on the interior of one of the new Far East flying-boats under construction at Rochester. The framework is of a light alloy of great durability. *On left*—Technicians at work on wing assembly, and in the background the hulls of two of the great craft

It is widely felt in this country that the flying-boat is destined to play an increasing part in the development of civil aviation, and both Saunders Roe and Short Brothers have on the stocks ideal aircraft for our long-distance imperial routes. The Short Solents, depicted on this page, have been ordered for the newly-inaugurated "Dragon route" to Hong Kong, and when they take the air the present schedule of one service a week, maintained by the Hythe flying-boats, will be duly augmented. The Solent has accommodation for about thirty passengers, whereas the Sandringham (a direct descendant of the "C" class of Empire boats) carries up to forty-five over non-stop ranges of more than 1,000 miles. The Short Shetland (which also has a civil version) is designed as a long-range reconnaissance aircraft and is twice as large as any flying-boat hitherto built in Britain. It is also on the stocks at Rochester, being under construction in the open air near the banks of the River Medway

THE MASS BOMBING OF A TRIBAL VILLAGE ON THE NORTH-WEST FRONTIER—AN ACTION THAT HAS AROUSED A STORM OF CONTROVERSY: This bombing took place in Waziristan in August as a reprisal against the kidnapping last June of a political agent, Major J. O. S. Donald. The inhabitants were warned of the bombing and, as depicted here, congregated on the outskirts of the village. Criticism of this method of punishing the tribesmen has appeared in both the British and Indian Press—*Drawing by E. G. Lambert*

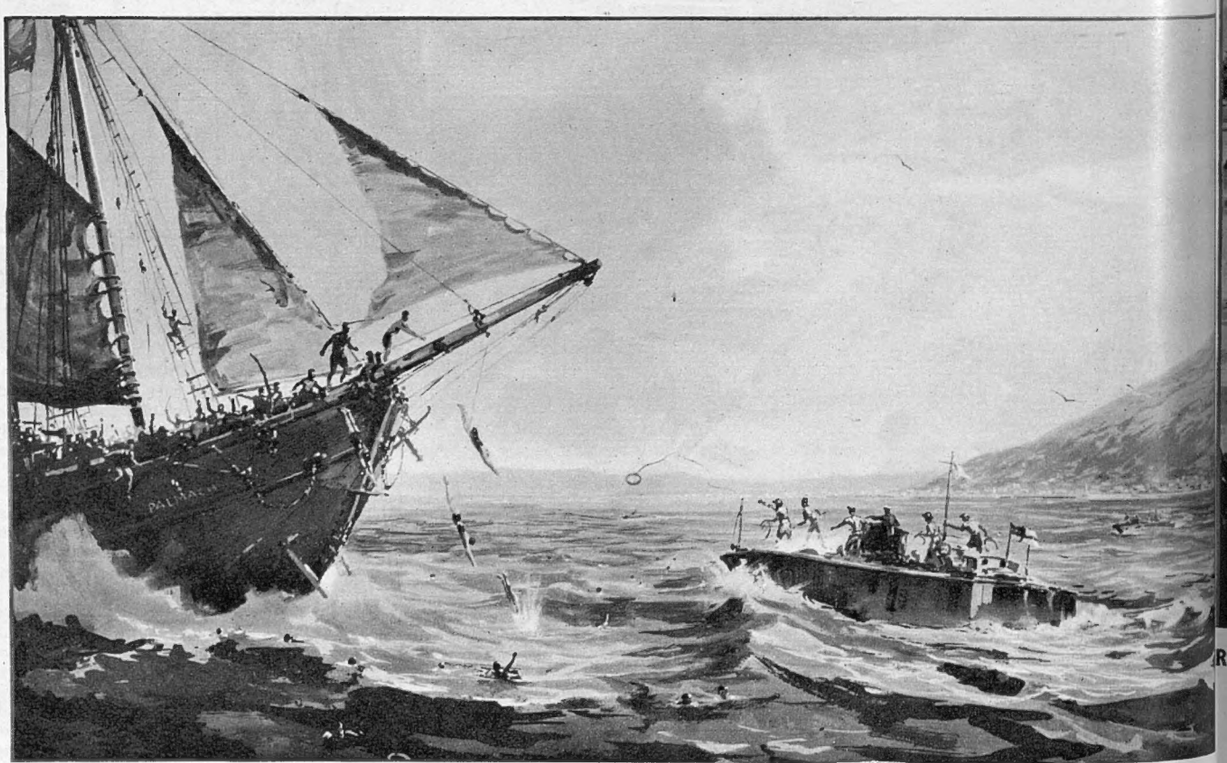
News from the Middle East

BOMBING on the N.W. FRONTIER

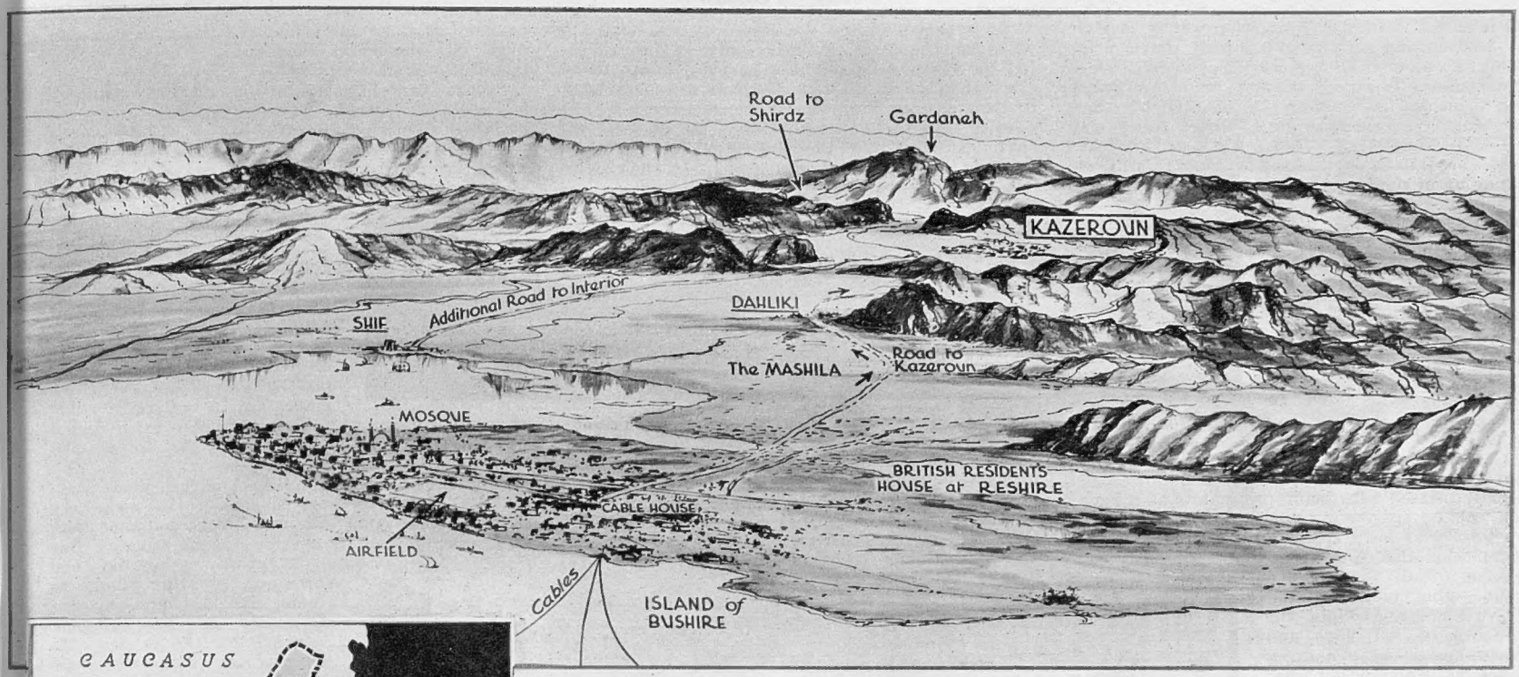
New Tactics of the Jewish Immigrants in Palestine

Ever since Britain first assumed the burden of governance in India the problem of exercising control upon the North-West Frontier has been acute. With the assumption of power by Pandit Nehru's interim Government it will be interesting to see how the Indians themselves discipline the warlike tribesmen who, the moment the annual harvest is gathered, so often exchange their agricultural implements for weapons of war. The whole question came into the limelight in August, when Khan Abdul Ghaffar Khan—the so-called "frontier Gandhi"—protested against the mass bombing of tribal villages by the Royal Indian Air Force, his words causing a stir in Congress Party quarters and leading to new consultations on the question of frontier policy. In Britain the bombing has caused acute controversy, one writer urging that "it is little to our credit if we can but demonstrate to subject people that the big whip is our method of rule—God forbid that we should add village bombing to the list of sports in which we claim proficiency." To this Air Chief Marshal Peirse has replied, writing from the Air Force point of view, and the majority opinion has clearly been that a humane alternative method of coping with the tribesmen must be found. At the time of writing, Pandit Nehru, the Indian Premier, is about to leave for the frontier to discuss the matter

ONCE AGAIN IN THE NEWS: The Fakir of Ipi, anti-British leader on the North-West Frontier, has been taking a leading part in preparing a welcome for Pandit Nehru, the Indian Premier



***On right*—NEW TACTICS IN THE PALESTINE CONFLICT: An artist's impression of a dramatic incident as thirty or forty men and a few women from the Jewish immigrant ship "Palmach" plunged overboard in an attempt to gain the shore.** British officers in a motor-boat contacted the *Palmach* when she was three miles from the coast in Haifa Bay, and Brigadier McNeil Graham spent two hours trying to persuade the refugees to leave the ship peacefully for transhipment to Cyprus. Six times the Brigadier's barge came alongside the ship. Each time the request was repeated, but to no avail. Immediately after the last warning had been given some of the refugees jumped overboard. Nearly all of them were strong swimmers. Boats hurried to head them off as they fanned out over the sea. They sang in the water and shouted at the soldiers as they tried to throw them lifebelts and ropes. Gradually they tired. It was nearly an hour later when the last of them was pulled aboard—*Drawing by W. G. Whitaker*



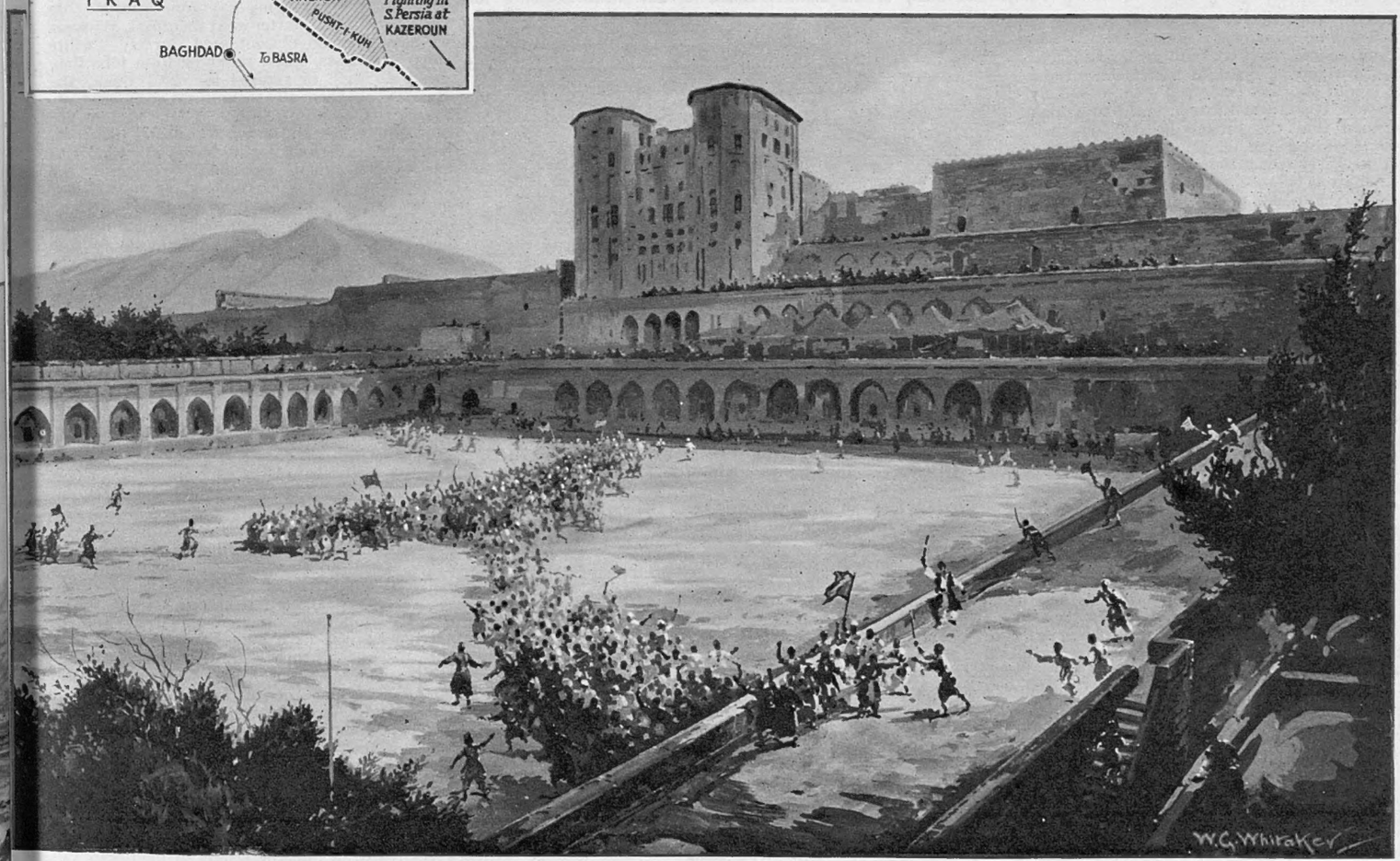
CIVIL WAR IN SOUTH-WEST PERSIA: A diagrammatic drawing showing the situation of Bushire, the great oil port of the Persian Gulf which was captured recently by the coastal tribesmen, who annihilated the garrison and later resisted the advance of troops despatched by the Central Government. Parts of the town and port changed hands many times during the fighting. Bushire is situated on a peninsula, which sometimes becomes an island when the swamp, which connects it with the mainland, is inundated by floodwater—*Drawing by Percy Home*

CIVIL STRIFE IN PERSIA

On October 7 Persian General Headquarters announced that fighting in the south-west, in Fars, Shiraz, and all garrisons had ceased and that the powerful Qashgai tribesmen, under their leader, Mohamed Nasser Khan, had agreed to a truce with the Central Government at Teheran. Thus came to an end the first round of the civil conflict which had broken out in Western and South-Western Persia, and which aims at gaining a large measure of autonomy for these traditionally conservative provinces, like that gained last spring by the Leftists in Azerbaijan.

The fighting in the west and south-west occurred in two well-defined areas and among two widely separated tribes. The main conflict was organised by Mohamed Nasser Khan, and his tribesmen fought Government forces along 140 miles of Persian Gulf Coast. They attacked the port of Bushire, entered the outskirts of Shiraz, and sent an ultimatum to harassed Prime Minister Quavam in the capital at Teheran. The second area of disturbance was at Kermanshah, and there it appears that the equally powerful Abbas Khan Gubadian, for long a political prisoner in the hands of Reza Shah Pahlevi, has raised the standard of revolt among the Kalhor tribesmen and is now reinstating himself as an autonomous tribal ruler.

Thus on two new sides the central authority in Persia is being assailed, and, although the trouble is in large measure a legacy of Reza Shah's oppression, the desire for autonomy among the tribesmen shows no signs of abating; rather the reverse. Troops at the disposal of the Central Government at the present time are clearly insufficient to cope with crises in more than one province at a time.



RAISING THE STANDARD OF REVOLT IN KERMANSHAH—CITIZENS RALLYING TO A MASS MEETING UNDER THE LEADERSHIP OF ABBAS KHAN GUBADIAN: An artist's impression of the scene on the parade-ground before the Governor's Palace when representatives of some of the main tribes of the Western Province of Persia met together to form "a united front to defend their rights against the Central Government's oppression." This threat to the authority of the Persian Premier started at the same time as the rising in Fars, where the Qashgai tribe came into conflict with Government troops. Abbas Khan was imprisoned for twelve years during the reign of Reza Shah, but in the summer of 1941 he returned to Kermanshah under joint British and Persian surveillance—*Drawing by W. G. Whitaker*

ASPECTS OF SOVIET RULE IN GERMANY

Good and Bad Points in Their System of Governance in the Eastern Zone

By FERDINAND TUOHY

SO much of western writing is critical of Russian bearing and activity in Germany that I made a point of searching for aspects of Soviet rule, which might cause us to reflect, if not to take from them. Some of what follows may be counter to Allied agreement. In other instances, Soviet policy may be adjudged unethical. That is for you to settle.

The big hit in the Eastern Zone is still the splitting up of the large estates and Junker holdings in annexed East Prussia, and in occupied Pomerania, Mecklenburg, Saxony and Lower Silesia. This land reform is meant to create scores of thousands of well-disposed German peasant families along Russia's western doorstep. Some say that individual ownership will reduce output, that the Russians will, first, be forced greatly to improve the tools for the job, and, ultimately, to introduce collectivism. At present the German smallholders aren't thinking of such things. They are both proud and pleased—especially pleased with being proprietors at a figure which can be spun out to a record low figure of £7 or £8 a year for a small farm.

One hears that the peasants do not pay much attention to all the Russian ballyhoo—the pictures and ikons of Lenin and Stalin, the abundance of red flags and hammers and sickles, of mottoes and slogans. They 've got what they 've long dreamt of, like their fathers and mothers before them, and the rest currently passes beside them.

Land reform is on the agenda in the British and U.S. Zones, but the Russians have scored by acting first by a long way.

The Russian policy over Displaced Persons has been all wrong on one side: when they 've shovelled them across to the other zones, usually the weak and ageing. But when it is rigorously laid down that D.P.s must work for their soup—is that so unethical? Anyway, it contributes to such success as the Eastern Zone is yielding—and I wish you could see some of the loafing, extra-fed D.P.s in our Zone! Not a stroke of work need any of them do from year's end to year's end, so far as I can determine, and they 're still 300,000 strong, chiefly Poles and Balts.

I can assure you that both Army and civil officers are getting tired of it in view of the acute labour shortage; nor was I impressed by the answer I got, when I mentioned to a high spokesman that the French insisted on their 50,000 D.P.s working for their soup, and why didn't we? It seems that we can't get going in the matter because decision rests partly in the military province and partly in the civilian. Meanwhile, our loafing D.P.s provide most crime. And the relative pampering of them turns the Germans further against us.

There is less red tape about the Soviet Occupation. The Russians aren't more efficient; on the contrary, they can muddle and drag out events as slaves of higher authority. But they are quick off the mark when they want to be, cleaving right through to the goal.

The Russians play close heed to the German mood and mentality, and bestow and tack accordingly. It is easy to call grand opera and art exhibitions "eyewash," given the maimed state of German towns, yet the fact is that such manifestations rescue German morale from the depths. The resuscitation may make the Germans gulp over a gone Germany, but it also lures them to think of a future one. Whereupon they are spoon-fed with marvellous diagrams and pictures portraying the Berlin or Dresden of the years ahead (number *not* stated).

The Russians are utter opportunists in their Zone and, so far, it seems to pay. When they want to woo a religious enclave, they are all respect for whatever Churches may be there. When they need to capture the Silesian miners' suffrage, they pile on the rations and the wages. But their most brazen performance in this line was over the relative handful of P.O.W.s—120,000—which were returned from the East.

These Germans, all carefully fed, moneyed, clothed and mind-conditioned, said nothing about the millions of their comrades left indefinitely behind. Why didn't we—considering that, at the same time as the Russians were having their generosity lauded on Berlin Radio which is in our sector of the capital, they had the colossal nerve to broadcast about our "unjust" retention of P.O.W.s in the U.K.? We ought to stop this deferential appeasement of "sayin' nuffink."

How sensible have the Russians been over the wives and families (of officers only). They simply tell the Germans that Hitler ruined Russian towns more than many Eastern German towns came to be damaged, and that these officers have lost their homes. Whether true or not, it silences the Germans. But the Russians also did the right thing in not advertising the advent of their wives and families.

Whatever their two-handed excesses in private, under German eyes the Russians don't live so away above German standards, at least not so blatantly of-another-planet, as do others. There is no report of the Russians sponsoring a Hamburg Project, cutting out part of a packed, hungry and maimed city for long-term G.H.Q. construction, with 20,000 evicted Germans, indeed, a whole city,

GERMANS DEMONSTRATE AGAINST THE NUREMBERG ACQUITTALS: An unsavoury aspect of current political activity in the Russian sector of Berlin. The demonstration was staged by the Unity Party, and many of the banners called for the death sentence for war criminals

WHERE THE NUREMBERG WAR CRIMINALS WILL SERVE THEIR SENTENCES: The former Anti-Aircraft Command Headquarters in the Tiergarten, Berlin, which has been converted into an international gaol. Hess, Funk, Doenitz, Raeder, Speer and Neurath are all now confined there

looking on. I know this Hamburg mass is conceived for quick conversion into "popular" flats, but in the meantime, the effect is another of those damaging and gratuitous things that we saddle upon ourselves.

For one thing, I find an incipient belief that the Occupation will not be a long business. Now that the Atom-bomb has so largely banished physical frontiers, why stay on? Re-education? A flop, and one wonders if the best re-educatant is not just to go. Certainly the first to be out would really achieve German friends. Maybe 1947 will produce the first talks on How to Leave Quickly, Safely, and in Least Allied Disharmony.

The Russians have managed to get a "popular" economy afoot, such as is devastatingly absent in the western zones. It is true that they take a huge amount out of Germany by way of reparations—as high as 70 per cent. of output, whereas we apologetically take away timber chiefly—but it is also a fact that the Germans are given quite a few things to buy, such as household essentials, clothes and food, with the marks they earn. They feel their labour has at least a point to it.

What will happen to the marks eventually is another matter. The Russians churn out Occupation marks, and the day may come again when Germans will need suitcases full of currency to pay for a meal. As in 1923; and, as in 1924, will Schacht be sent for anew, to conjure a new mark?

It is nonsense to say that the Russians have killed the black market—they, some of its staunchest creators. But they have greatly reduced it among Germans by taking over the banks and rationing all withdrawals, especially of pre-Occupation balances. This makes for a greater levelling and equality among Germans than in other zones, and this promotes health in an atmosphere like Germany's.

From their standpoint, and in their hard way, the Russians are using their German men very cleverly. The women are rather regarded, and used, as Arab *bints*—all fit ones are made to work like beavers, often at quite unwomanly tasks, and then there are the other things to please my lord and master, not only in the kitchen. So much for the women. As for German men, they are overwhelmingly considered from two angles: How can they best serve? Are they a danger? If adjudged to be the latter, they join unknown scores of thousands, either beneath the sod or in Siberian serfdom. But the great majority are sorted out for the work they are fitted for—and never mind how nazified they once were.

The Russians think they have de-nazified the places that matter, and hope to have communized them: the police and municipal affairs, politics, the public services and public utilities. They have undoubtedly de-nazified all these on the surface, and the masses of Eastern Germans are impressed in consequence. Yet time must be the arbiter of all these German conversions.

For the present, the Russians score heavily by employing everyone suitable, no matter what their past. Whereas we have 200,000 discontented, largely "white collar" outcasts, either removed from jobs they could do well, or refused access to them, the Russians use them all: technicians, industrialists, journalists, administrators. That Germans are much more use, and much less harm, like that, has a lot to be said for it. After all, what can employed Germans say and do against the Occupation, that sacked Germans haven't far more occasion and mood for?

We may not have de-nazified enough in some fields—as the police—while following the process too slavishly in other directions in order to impress the world *and* the Russians.

When the Western Powers are shortly admitted to the Russian Zone on a tour of inspection, we shall know better what the Russians have done about dismantling and demolition of war and industrial plants. We know they 've dismantled lavishly, and sent the machinery to Russia. Whether they 've demolished to any great extent is doubtful. These Russians demand that we demolish establishments of essential peacetime use to Germans, "because it 's in the agreement," and then airily demolish very little themselves. Factories capable of conversion to vital war purposes are going full blast in the Russian Zone, and the Russians score accordingly with the Germans.

Finally, two matters of social intercourse.

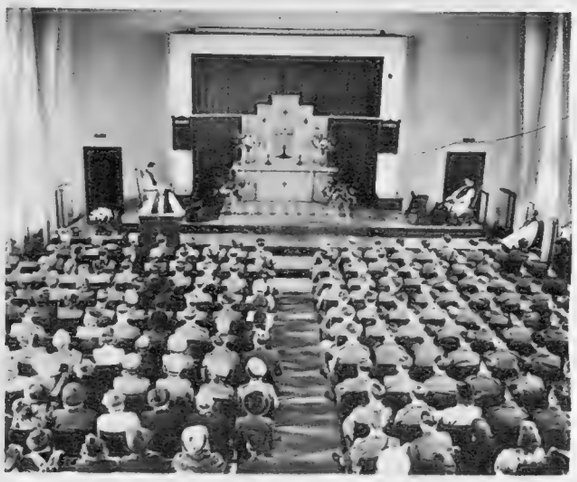
The Russians have overdone their hospitality to visitors, and others have seen through it (Montgomery was by a long way the first, aside from his dislike of fine vittels). But we had better take measures to give Russian visitors to our Zone lashings of food and V-mattresses (in memory of victory), though our guests will obey orders and ration their drinks. Recent reception of the Russians has reminded me of a gay time at a railway hotel on a Sunday afternoon in the Midlands.

About "fraternization," the Russians don't hang around "Fräuleins'" necks in public, and write and talk mushy sentiment. They can't bring themselves really to like the sisters of men who 've just tried to kill them and would do so again to-morrow. They are coldly correct with German women, with whom they are seldom seen unless it be ganging them.

In Occupied Europe

NEWS FROM BERLIN, PRAGUE AND BREMEN

THE CHURCH AND THE ARMY OF OCCUPATION : Dr. Cyril Garbett, Archbishop of York, addressing the congregation at the Garrison Church, Charlottenburg. During the course of his short stay in Germany the Primate also visited Westphalia and preached at the Garrison Church, Bad Oeynhausen, headquarters town of the British Army of the Rhine. During his stay at Bad Oeynhausen Dr. Garbett met representatives of the forces at the Kurhaus Hall. While Dr. Garbett was in Germany, Cardinal Frings, Roman Catholic Archbishop of Cologne, was visiting England, preaching at Westminster and visiting prisoner-of-war camps in various parts of the country



THE ARCHBISHOP OF YORK PREACHES IN BERLIN : The scene in the Charlottenburg Garrison Church as Dr. Cyril Garbett gave his address. Troops of the Army of Occupation, members of the Civil Government, A.T.S. and wives of British serving men were among those in the congregation

KURT DALUEGE PREPARES FOR HIS TRIAL : The former Reich-protector of Bohemia-Moravia, one of the last of the major War Criminals, being interviewed regarding his defence prior to his trial before the Czechoslovak People's Court in Prague. Daluege, who was a close friend of Heinrich Himmler, is reported to have expressed dissatisfaction that he was not allowed to stand his trial at Nuremberg, together with the twenty-one other leading Nazis

A NEAT LITTLE CREATION COSTING 5,000 MARKS! A German mannequin displaying an evening gown at a Berlin fashion show. The show was held in a repaired house in the British sector of the city, and although many German women flocked to it, the prices were far beyond their reach, 5,000 marks (£125) being about the average cost of an evening gown. The dresses are for export, largely to Russia, and the buyers will pay the equivalent of the price in food and other commodities in urgent demand in Germany. The designer of the dresses is Frau Sinanda Rudow, who lived throughout the war in Berlin

GERMAN PRIME MINISTERS MEET : The conference at Bremen of leaders in the British and American occupation zones. They met to discuss common problems and also to hammer out a plan of interzonal co-operation within the framework of the existing military regulations. From right to left in the foreground are Dr. Hoegner, Premier of Bavaria, Dr. Kopf, Premier of Hanover, Dr. Maier, Premier of Wurtemburg-Baden, and Dr. Tantzen, Premier of Oldenburg

A Foreign Survey

NEWS from FOUR CONTINENTS

Clearing the Corinth Canal and Danish Waters; The Zagreb Trial; American Aid to Chinese Nationalists; Reopening the Alaskan Highway

GERMAN DESTRUCTION IN THE CORINTH CANAL: A smashed bridge and rubble block the waterway. This supply line between Athens and the Ionian coast is now being cleared

GERMAN THOROUGHNESS IN THE CORINTH CANAL: A blockship sunk by the retreating Wehrmacht and preventing the passage of larger craft along this vital artery of Grecian trade. Engineers are busily pushing ahead with plans for freeing the waterway, but the task is one of some magnitude. The Germans were so determined that it should not be used after their departure that they actually drove trains into it and used vast quantities of dynamite in bringing down the massive walls

THE ROYAL MARINES PARADE THROUGH THE STREETS OF NAUPLIA: The massed band beating the Retreat on the occasion of the recent visit of the Mediterranean Fleet. Dominating the scene is the Hill of Palamidhi. The Mediterranean Fleet, which is engaged in an extended autumn cruise and in a series of elaborate exercises, arrived at Nauplia towards the end of September and, after a stay of several days, the various units split up in order to make individual visits to ports of the Aegean. On October 3 the whole fleet set sail for Cyprus

FREEING DANISH WATERS OF THE MENACE OF WARTIME MINES: A diver of the Royal Danish Navy at work demolishing a mine. Thousands of these mines are still lying around the Danish coast, some of them laid by the Germans and some by Allied aircraft. It will take a long time to clear them all, as in the first place the Danish Navy is having to undertake a complete survey of every inch of the coast. The Germans at one time thought that the Allied invasion of the Continent would be aimed at Denmark, and this in large measure accounts for the prodigality with which they laid mines

SEARCHING FOR OIL IN THE REGION OF THE PYRAMIDS: The towering derrick of the Abou Roash well which has been established in the desert ten miles out of Cairo. The drilling programme has been initiated by the Standard Oil Company of New Jersey with a view to discovering whether 6,000,000 acres of land are commercially oil-bearing. Since the close of the war the Standard Oil Company has been extremely active in searching for new oil-bearing areas, and at the moment it is also at work in the shallow waters off the Bahamas, contemplating pumping large quantities of oil from beneath the sea-bed

A FRENCH FASCIST PRIEST IS INTERROGATED: Monseigneur Mayol de Lupe giving evidence in the Palais de Justice, Paris. De Lupe, who was carried to court on a stretcher as he suffers from chronic rheumatism, was a member of the French volunteer force which fought with the Germans on the Russian front. He has been in Fresnes Prison ever since his capture by the Americans

FRANCISCAN AND AUGUSTINIAN PRIESTS ON TRIAL IN THE COURT AT ZAGREB: Some of the fifteen men accused by the Yugoslavian Government of collaboration with the Italians and Germans. The chief defendant in the trial was forty-eight-year-old Archbishop Stepinac, head of the Roman Catholic Church in Yugoslavia. His defence counsel, M. Politeo, said that the Archbishop had acted throughout the occupation in accordance with international law and the law of the Church. He had fought against racial hatred, and had protested against the persecution of Serbs, Jews and gipsies. He could not be held responsible for alleged crimes of the clergy throughout Croatia

THE NATIONALIST DRIVE IN CHINA: Lieut.-General Huang Pei-Tao, one of Generalissimo Chiang Kai-shek's principal lieutenants, seen in his jeep on the opening day of his offensive against the Communists in Northern Kiangsu. The offensive, in which the Nationalists used American equipment, has been in large measure successful, and meanwhile negotiations have been continuing in Nanking in the faint hope that a basis for Nationalist and Communist understanding may be achieved. Last week the hope of a settlement seemed extremely remote, the Communist spokesman in Nanking refusing to have any part in the preparations for calling a National Assembly

AMERICAN TRUCKS PROVIDE TRANSPORT FOR CHINESE NATIONALISTS: Six-wheelers loaded up before leaving for the Kiangsu front, where Lieut.-General Pei-Tao launched his offensive against the Communists. While the fighting continued, the Communists refused to negotiate, and they claim that they have no faith in Nationalist promises. Last spring the chances of a united Chinese Government seemed promising. At the beginning of last week they seemed hopeless

DESIGNED TO BATTER THROUGH GERMANY'S WEST WALL: This 100-ton T-28 tank, the largest ever made in the United States, was planned for use in the final assault against Germany, but the war came to an end before it could be brought into action. The T-28, which mounts a 105-mm. gun, was shown recently to a gathering of 6,000 industrialists at the 28th annual meeting of the United States Army Ordnance Association in Maryland

THE ALASKAN HIGHWAY IS TO BE OPENED TO THE GENERAL PUBLIC: A stretch of the famous road near White Horse. The Highway, it will be remembered, was built at a cost of £25,000,000 in eight months in 1943 when the Japanese threat was at its most serious, and it would have provided a vital supply line in the event of the invasion of North America. It is now being prepared for civilian use by Canadian Army Engineers. At the present moment there are stretches of 200 to 300 miles without any roadside facilities, and 400 miles (a quarter of the total length) need repairs. The Highway starts at Edmonton, Alberta, and runs behind the mountains right into America's northern territory in Alaska. It will play a big part in the defensive system which Canada is now preparing for her own Northern Territories (see also page 79 of this issue)

SHIPS OF THREE NAVIES
ALL BRITISH BUILT

H.M.S. "SAINTES" JOINS THE FLEET—THE NEW DESTROYER RUNNING HER TRIALS BEFORE BEING HANDED OVER TO THE ROYAL NAVY: The "Saintes," built by Hawthorn Leslie and Company, of Hebburn-on-Tyne, is the latest addition to the celebrated Battle class, which were designed originally with a view to operations in the Pacific. When the war with Japan came to an end orders for several of these vessels were cancelled, but the "Saintes," having been laid down in July 1944, was so far advanced that it was decided to complete her. The same firm are also building the "Alamein" and the "Agincourt." They have a displacement of 2,325 tons and carry ten 21-in. quintupled torpedo tubes. They can develop a speed of 36 knots

"CRYSTAL" AND "CROZIERS" ARE HANDED OVER TO THE ROYAL NORWEGIAN NAVY: The scene at Chatham as ratings of the R.N.N. were about to go aboard the two British destroyers of the "C" class after their acceptance by the Norwegian authorities. Of recent months Britain has transferred quite a number of vessels to Allied navies and has also received back others lent during the war years. "Crystal" and "Croziers" are both modern ships and belong to a class which was only just nearing completion at the close of the war

THE "ARGENTINA" PAYS A VISIT TO THE LONDON RIVER: The 7,000-ton cruiser, which was built in Britain and sold to Argentina for £1,750,000 just before the war, seen on arrival at Greenwich, where she recently made a courtesy call in the course of her European tour. On board the "Argentina" are 135 cadets who are having an intensive course in navigation and gun control during the cruise. On leaving European waters the "Argentina" will return to the Plate via the United States

HUNTING WHALES WITH WALRUSES

When the 15,000-ton whale factory-ship *Balaena* sails for the Antarctic from Southampton, she will carry neatly stowed in her hangar at the stern three Supermarine Walrus Amphibian flying-boats. These amphibians, which she can catapult from her deck with a cordite charge and recover by means of a crane, will act as the eyes of the whaling fleet, and it will be their task to plot the positions of whales and send the information by wireless to the ten whale-catching vessels acting as satellites to the *Balaena*. After the whales have been caught by the harpoon guns, they will be taken to the *Balaena* and hauled up the slipway to the great flensing deck, where they will be prepared for treatment in the *Balaena's* modern extraction plant. At the end of September the *Balaena* ran her trials in Belfast Lough and afterwards carried out catapult and recovery tests with her amphibians in the waters of Bangor Bay and the open Atlantic. The tests were completely successful, and last week the *Balaena* was reported to be concluding her fitting-out operations at Southampton. In charge of the three amphibians is Flight-Commodore John Grierson, who has a fine team of ex-Fleet Air Arm pilots. The *Balaena* has all the latest equipment for the speedy extraction and recovery of whale oil

THE WHALE FACTORY-SHIP "BALAENA": A stern view of the vessel following her arrival at Southampton from Norway, where she took on extra members for her crew. During the winter she will start whaling operations in the Antarctic, using amphibians which will be housed in the hangar seen at the stern. The harpooned whales will be hauled from a capstan up the slipway to the treatment plant

***Below*—ON THE FLENSING DECK OF THE "BALAENA":** A multiplicity of equipment awaiting stowage on the whale factory-ship during the final phase of the preparations at Southampton

WITH FOLDED WINGS: One of the three Walrus amphibians in the hangar of the *Balaena*. They will be used for spotting whales and signalling their position back to the harpoon ships

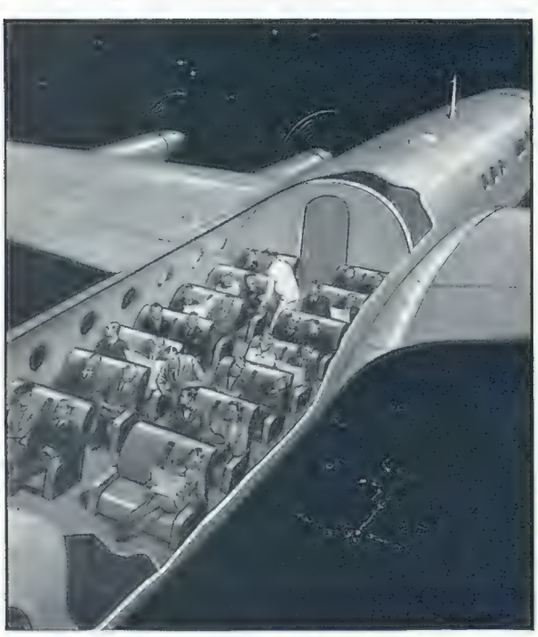
CATAPULTED FROM THE "BALAENA": A Walrus amphibian taking part in catapult and recovery tests in Bangor Bay to test the efficiency of the equipment. In charge of the three aircraft is experienced Flight-Commodore John Grierson

THE SEARCH FOR SAFETY FIRST IN THE AIR—THE USE OF THE PARACHUTE AND THE QUESTION OF THE SEATING PLAN: **Diagrammatic drawings illustrating how the parachute may be a safety factor in the hands of the trained soldier, but may not benefit the civilian. So many recent accidents have occurred near ground-level that it is doubtful if the parachute would have been effective. The drawing also illustrates the safety factor of seats facing astern during a crash landing**—*Drawing by Roland Davies*

THE SPATE OF AIR DISASTERS

Technicians Face the Problem of Reducing Risks in the Air

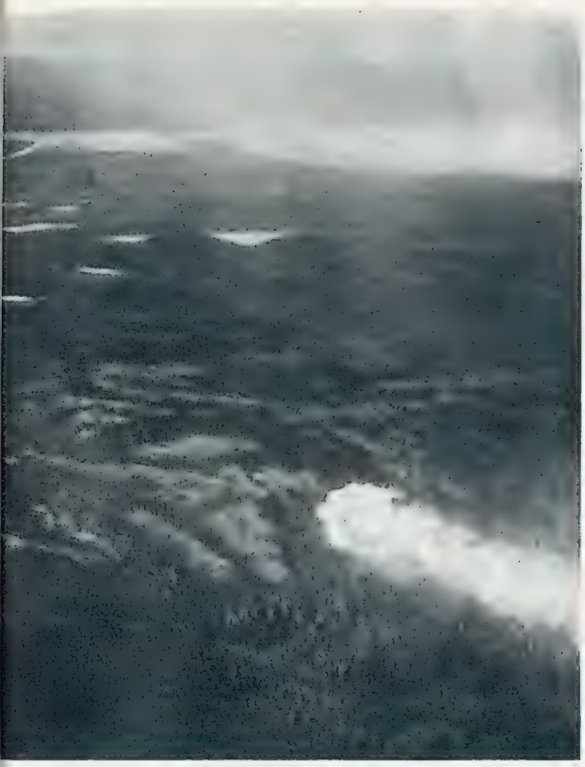
The air takes its toll in peace and in war, and the recent spate of civil air-liner crashes are a reminder that in spite of engineering progress and new scientific aids to navigation developed during the war, air transport still presents elements of danger more acute than in any other form of travel. It has been urged in some quarters that the parachute should become standard equipment in all air-liners, but in this connection it has to be remembered that the majority of accidents to civil aircraft have occurred at low altitudes, either immediately after taking-off or just prior to landing, when evacuation by parachute is impossible. Indeed, the need for evacuation from aircraft over land from a high altitude is seldom encountered in civil aviation, and were it so it would be an operation requiring much planning and training. One of the most practical safety-first suggestions which has so far emerged is that all seating accommodation should face astern, and the King has given a lead in the matter by having the Vickers Vikings of the Royal Flight equipped in this manner. He will use the new Vikings in South Africa



THE PASSENGERS FACE ASTERN: In view of the multiplicity of air disasters at low level it is being urged that seats in air-liners should all look aft. Many technicians in Britain and the United States declare that this system would reduce injuries to a marked degree, the passengers being thrust back against their cushioned seats instead of lurching forward at the moment of impact. In the four Vickers Viking air-liners comprising the King's Flight, all the seats have been arranged in this way. At present air-liners have seats all facing forward or else facing backwards and forwards alternately—*Drawing by Roland Davies*

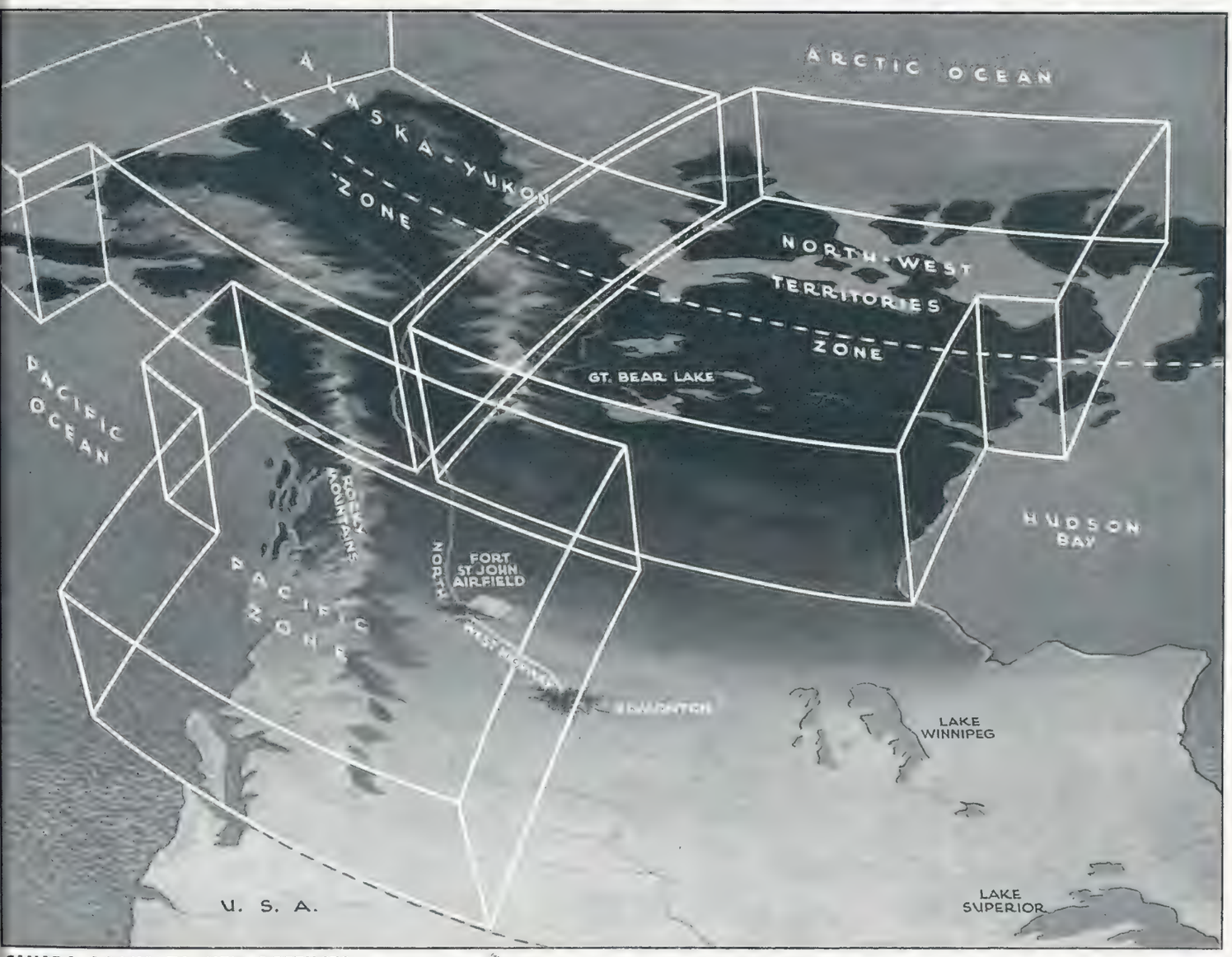
On right—There is a school of thought that in the realm of transatlantic travel the flying-boat still offers the greatest margin of safety for travellers, and in the event of disaster over the ocean the chances of survival are infinitely greater than they are in a land plane. Britain is pushing forward at the moment with an elaborate flying-boat programme, and British Overseas Airways at present have under construction in the Isle of Wight three six-engined machines which will be capable of flying above the weather at a height of 35,000 ft. The builders are Saunders Roe, and the Clippers will be ready for service in 1948. On the London-New York run they should be capable of maintaining a cruising speed of at least 300 m.p.h.

WHEN A TRANS-OCEAN FLYING-BOAT MEETS WITH DISASTER: The crew take to their rubber dinghies and the skipper fires his Very lights in the hope of bringing shipping to the scene. In hitting the choppy water the hull has been damaged and the aircraft is down by the bows—*Drawing by S. E. Bo*



THE TENTH MAJOR AIR DISASTER IN TWO MONTHS: The burning wreckage of the Berlin-bound Skymaster photographed from the air an hour after it had crashed near Stephensville

HARMON FIELD, THE EMERGENCY LANDING-GROUND NEAR STEPHENSVILLE, NEWFOUNDLAND, FROM WHICH THE ILL-FATED SKYMASTER TOOK OFF: At 9.24 a.m. on October 3 the plane resumed its flight to Berlin, and ten minutes later it hit a rocky, tree-covered hill ten miles to the north-east, catching fire immediately. Two thousand gallons of petrol in the Skymaster set forest trees alight, and so badly burnt were the bodies that many were unrecognisable. All the victims were Americans, and they included twelve women passengers and six children ranging in age from three months to eleven years. Nine of the women were on their way to join their husbands who are on military service, making the disaster one of the most tragic on record. During September and October 246 people lost their lives in air crashes



CANADA LOOKS TO HER DEFENCES—PLANNING THE PROTECTION OF HER VAST NORTHERN TERRITORIES: A diagrammatic sketch showing the three main defence zones of the Dominion referred to by Major-General F. F. Worthington, G.O.C., Canadian Western Command, in a recent review. Major-General Worthington has just visited the Yukon, carrying out a ten-day reconnaissance of what he describes as the key to the defence system. Targets that would have to be destroyed by an enemy are the production centres of North America, and to do that, declares Major-General Worthington, it is necessary that an invader hold the north country. The Eldorado mining area on the Great Bear Lake, he said, is now the main source of uranium, and, as such, any invader would seek control of it. "We must train men to live in that country because enemy operations would have to be carried out at night during the long winter darkness." Major-General Worthington also referred to the value of the North-West Highway in the defensive system, and of Fort St. John airfield. These preliminary studies of Canadian defence are to be followed by elaborate plans made in conjunction with the U.S. Government—*Drawing by S. E. Beck*

THE "QUEEN ELIZABETH" STARTS HER CAREER AS A PASSENGER LINER

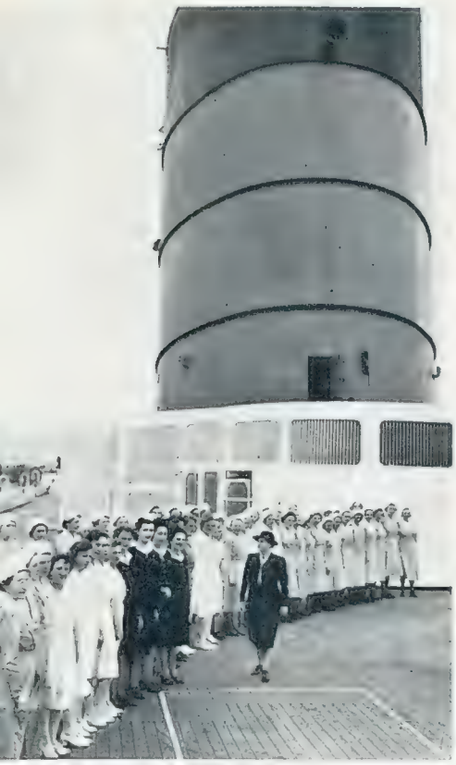
The 83,000-ton Giant Prepares for the Atlantic Crossing

THE "QUEEN ELIZABETH" ON THE ARRAN MILE: The great liner, in all the glory of her post-war paint, seen at speed during her trials off the Scottish coast last week when the Queen and the Princesses were passengers. On the southward run the liner averaged 30 knots

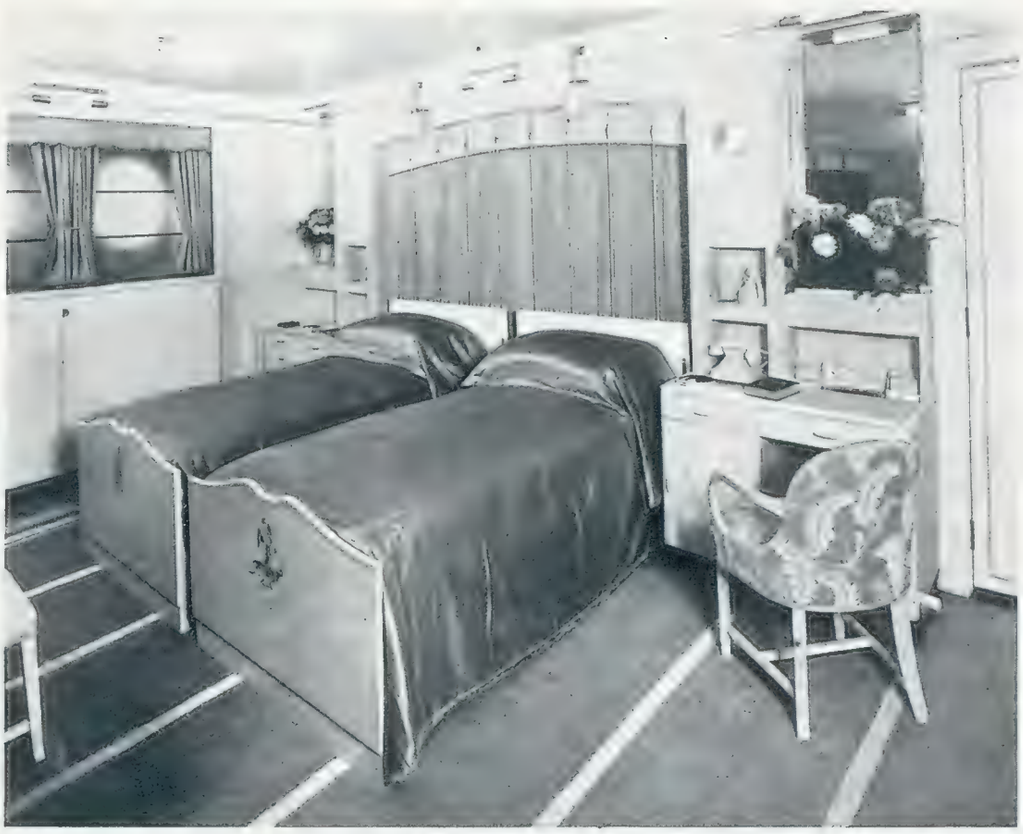
COMMODORE SIR JAMES GORDON BISSET: He commanded the "Queen Elizabeth" during part of her war service when she steamed 500,000 miles and carried 800,000 men, and he now takes her across the Atlantic on her first voyage as an express passenger liner. The Commodore, who graduated through sail, claims that he never saw a submarine while he was engaged on war service in the "Queen Elizabeth" and the "Queen Mary"

On October 6 the 83,000-ton Cunard-White Star liner *Queen Elizabeth*, her reconversion from troop transport to express liner completed, sailed from Southampton to the Clyde to run her final trials, and, with the Queen and the two Princesses aboard, she then covered the celebrated Arran mile. On October 16 it was arranged that the *Queen Elizabeth* should start her first run to New York as a passenger liner, thus setting out on the career for which she was intended after covering over 500,000 miles as a troop-carrier. On her maiden voyage the *Queen Elizabeth* is providing accommodation for 2,315 passengers in her first, cabin and tourist quarters, and caring for them and for the ship is a crew of 1,250, headed by Commodore Sir James Bisset. As is customary with many large liners, the captain has the assistance of a staff captain, whose function it is to relieve him of all duties connected with general organisation.

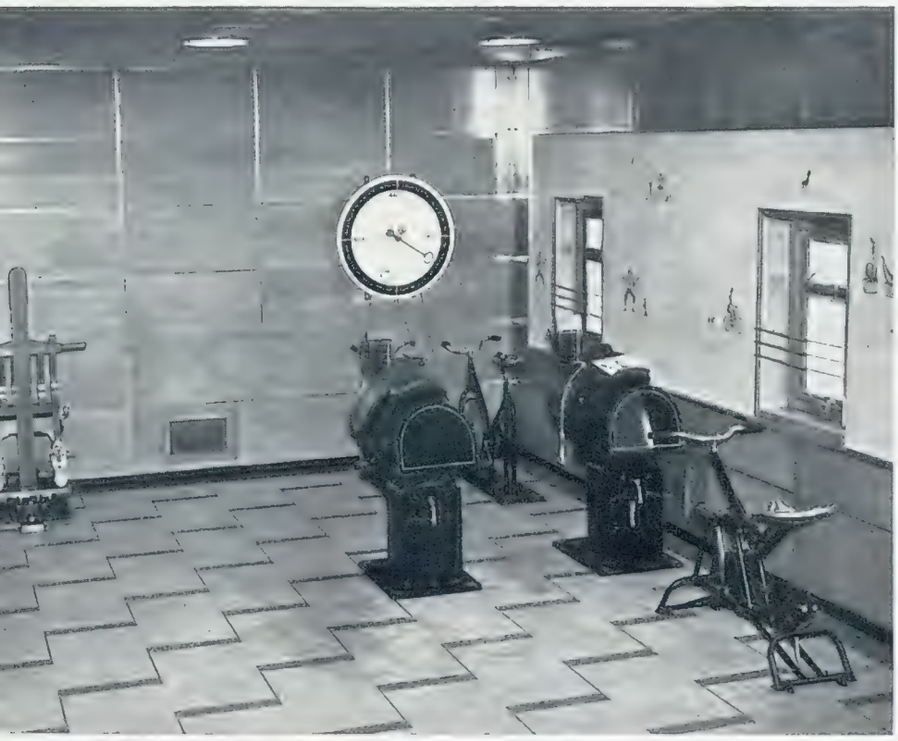
DECOR IN THE "QUEEN ELIZABETH": *Left*—Statuary by Maurice Lambert, A.R.A., in the main hall of the liner's promenade deck; and (*right*) "The Fisherman," a wood carving by Bainbridge Capnall in the first-class restaurant. These works of art, together with wooden panelling, furniture and carpets, were stored in Australia and America during the war, and the great vessel was stripped for action as a troop transport. More than 2,000 men and women have been engaged in the task of refitting, and the 83,000-ton liner is now a complete "sea-going hotel." Most of her supplies are taken aboard in New Yo



STEWARDESSES PARADE : Miss F. Prescott, the superintendent, inspecting a few members of her large staff prior to the maiden voyage



NOT A CABIN, BUT A BEDROOM : Part of one of the first-class suites in the "Queen Elizabeth," where the standard of comfort reaches its height. The port-holes are disguised by a frosted-glass window. Heavy pile carpets and elaborate lighting arrangements are features of the design



THE KEEP-FIT BRIGADE : A corner of the gymnasium, with cycling, rowing and horseback riding machines to provide exercise for passengers surfeited by the "Queen Elizabeth's" good fare. There is also a swimming-pool

THE CINEMA : The "Queen Elizabeth" is the only liner with its own cinema, most of the Atlantic liners improvising entertainment in the lounge. The cinema has accommodation for 380 passengers. There has been some criticism of the fact that only American films will be shown

Below—THE MAIN LOUNGE : During the war these elaborate furnishings were stored for safety in America and Australia

AL-POINT OF THE LINER'S SOCIAL LIFE : The first-class observation lounge and cocktail bar. The two thousand or more passengers in the "Queen Elizabeth" will not go short, the Cunard-White Star Company having built up quite considerable reserves of wines and spirits in the course of years

PARIS, LONDON AND NEW YORK IN FASHION RIVALRY

The Autumn Collections in Paris—A Midnight Fashion Show in London—The Goldwyn Girls Arrive

FINISHING-TOUCHES TO A GREAT CREATION: Piguet, one of the dozen leading Paris dress designers, directing the final fitting of an evening dress for his autumn show. Evening dresses cost anything from £100 upwards in post-war Paris, but only the leading concerns can ask the very top prices. The autumn collections provide proof or otherwise of the continuing supremacy of each house

THE VERDICT OF THE PRESS: Fashion writers and artists see one of the latest afternoon dresses at a Paris dress show. What they record regarding the autumn collections can make or mar the fortunes of a particular dress designer. There are now 5,000 dress designers in Paris, but there are hardly more than a dozen in the front rank and in a position to charge top-notch prices

CHRISTIAN BERARD MAKES NOTES: The noted painter a designer recording his impressions of an autu dress show for one of the leading American fashi magazines. Berard draws with his left hand as h sits precariously on the edge of a chair certai not designed for a man of his weighty presen

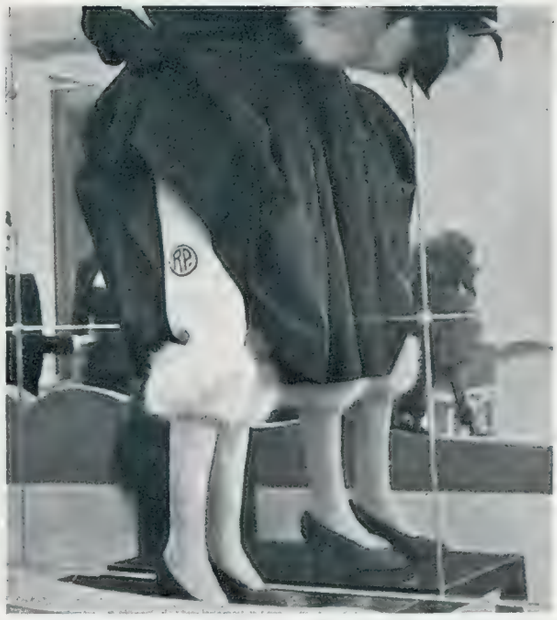
THE CRITICS: Princess Gorelli (Helena Rubinstein), Madam Bousquet, Carmel Snow (American fashion edito and Reynaldo Luza (distinguished fashion artis watch the latest creations as they are passed in revie

BACK-STAGE AT A PARIS FASHION HOUSE: The Petits Mains and serving women sew against time t prepare the latest creations for the dress sho

The names of Jeanne Lanvin, Lucien Lelong, Maggy Rouff, Robe Piguet and Schiaparelli are household words in Europe a the Americas, and in these post-war years these Paris fashion hous are hard at work striving to maintain their pre-eminence in th face of stern rivalry from London and New York. For eve fashion house the late summer and early autumn is the testing-tim for it is then that the artists and writers of the world's Press a the principal buyers forgather in Paris to view the collections. T each house will stand or fall, not on its weighty past reputatio but largely on the originality of its ideas for the new season. It is a time of great excitement, high hopes and much hard wo

THE BUYER MAKES SURE : Feeling the fabric of an exclusive model at a Paris dress show. The buyers come from many parts of the world, and bring vast experience to the task of selection. On their judicious buying will inevitably depend the autumn and winter business of the retail establishments they represent

CUT ON CLASSIC LINES : A *robe de style* in pale daffodil satin brocade. A charming evening gown offered by one of the great Paris fashion houses. A line such as this is not intended to startle the fashion world, but its classic lines will appeal to hosts of buyers



A MORE ORIGINAL NOTE : Woollen pantalettes, bearing the owner's initials and with fur trimming designed to show beneath the hem of the satin skirt, score a distinct fashion point. In Paris the original and the piquantly frivolous never go unnoticed, and bring the fashion house the publicity upon which it thrives

A SANDWICH BEHIND THE SCENES : A mannequin, wearing a white jersey wedding-gown trimmed with silver, enjoys a little light refreshment before parading at the May Fair Hotel pre-view of the Albert Hall Midnight Fashion Show

A GIRL FROM NEW YORK REPRESENTS LEASE-LEND IN THE WORLD OF FASHION : Mary Ellen Gleason displays a striped taffeta evening gown at Bentall's Dress Show, Kingston. She is one of the six Goldwyn Girls who are in London on a "Lease-Lend" goodwill visit displaying the latest American dress designs. Six British models, all specially picked for the trip, are paying a return visit to present British fashions in the United States

LONDON'S CONTRIBUTION TO THE WORLD OF FASHION : An evening gown being displayed at the May Fair Hotel pre-view of the Albert Hall Midnight Fashion Show. The Albert Hall display was given by the British Creative Designers, 150 mannequins parading the latest creations of 22 fashion houses. The show coincided with the opening of the "Britain Can Make It" Exhibition at the Victoria and Albert Museum, and there were many overseas buyers in the audience. Even before the war British fashion houses were achieving a new status in the eyes of the world, and there is every evidence that American and South American buyers would not now think of by-passing London during the period of the autumn collections

HASTINGS TO BE A TOWN WITH TWO DECKS

The London County Council to Acquire Hurlingham; Objectors at the Stevenage Inquiry

RECONSTRUCTING THE TOWN CENTRE OF HASTINGS: A scale model of the proposals for the development of the town. A view looking down Cambridge Road to the war memorial, showing how pedestrian, bus and general traffic will operate on two or more levels. At the Memorial there will be a high-level roundabout

THE HASTINGS PLAN: Mr. Bryan Adams, who made the model, and Mr. Sidney Little, the town-planning officer, uncovering the low-level area near the war memorial. To this point six main roads lead traffic, hence the necessity for creating different levels

MAKING USE OF SERIOUSLY LIMITED SPACE: Two more views of the Hastings model, showing (*left*) the underground bus park near the Queen's Hotel, and (*right*) the exit from the bus park in the vicinity of the clock-tower memorial

The announcement that Hastings would probably be Britain's first double-decked town coincided with the opening in that resort of the first post-war Congress of the International Federation for Housing and Town Planning. Visitors to the Congress last week were able to see just what these proposals for a double-decked town meant, a scale model showing how Mr. Sidney Little, Hastings' town-planning and development officer, proposes to separate the pedestrian, bus and general traffic in the busy war memorial area. In this part of Hastings there is, indeed, no other alternative to such a scheme, as the hills encroach so far towards the sea that expansion is out of the question. Mr. Little's plan has many ingenious features. All local bus services pass the Memorial, which is the focal point of six main roads. These roads fall at fairly steep gradients to the centre. Mr. Little's scheme is for a high-level traffic roundabout; a low-level area for pedestrians; low-level bus shelters for loading and unloading local buses, and an underground bus station, adjoining the sea front, for country buses. The model shows how the roads which fall to the Memorial will be covered; how the bus services will go underground to discharge and take up their passengers; and how pedestrians and passengers will be able to move in safety while traffic passes overhead

THE L.C.C. TO BUY HURLINGHAM—THE FAMOUS POLO AND RECREATION GROUNDS ON THE FULHAM BEND OF THE THAMES WHICH ARE TO BE ACQUIRED UNDER A COMPULSORY PURCHASE ORDER: An area of about 60 acres to the left of this picture (including No. 1 polo ground) will be maintained as a public open space, and the other ground to the right, of about 14½ acres, will be developed immediately as a site for 400 flats. The Borough of Fulham is an almost entirely built-up area, and this acquisition, costing about £700,000, will enable the Council's housing work to continue without interruption. The tract of 60 acres is laid out in the form of ornamental gardens, and the southern portion is wooded and contains a lake. The stretch of the river in the foreground is the approach to Putney Bridge, and, away in the distance, beyond the long bend, can just be seen the outlines of Hammersmith Bridge

THE MAN WHO HEARD THE EVIDENCE: Mr. Arnold Morriss, a planning inspector of the Ministry of Town and Country Planning, seen leaving Stevenage Town Hall during the lunch-hour recess at the public inquiry into the Stevenage scheme

CRITICS OF THE STEVENAGE PLAN—A GATHERING OUTSIDE STEVENAGE TOWN HALL DURING A RECESS AT THE PUBLIC INQUIRY: Mr. Martineau (a solicitor), Mr. Arthur Cope-well, K.C. (representing the farmers), Mr. Seager Barry (representing the residents) and Mr. Harvey Sinus discussing the progress of the hearing. The proposal to make Stevenage a satellite town of 60,000 inhabitants under the New Towns Act of 1946 continues to arouse much local criticism, and a representative of the Metropolitan Water Board produced vitally important evidence when he declared that the sewage from the new town, if discharged into the River Bean, would affect water supply in London

Home News

THE VOYAGE OF THE "TREPASSEY"

Fencing in a National Trust Property: The Ennerdale Inquiry: Duck Shooting on the Broads

THE CRUISE OF THE "TREPASSEY": This 350-ton wooden motor vessel is shortly leaving on a 6,000-mile voyage of exploration and research to the region of the Falkland Islands. On board will be twelve young scientists, botanists, geologists and meteorologists

POLAR KIT FOR THE LOOK-OUT MAN: A member of the crew of the research ship "Trepassey" warmly clad for the forthcoming voyage in South Atlantic waters

THE ENNERDALE INQUIRY AT WHITEHAVEN: A battle of opposing interests over a Lake District beauty spot. Mr. Maurice Fitzgerald (right) putting the case for the Whitehaven Corporation at the inquiry before Mr. H. G. Warren and Colonel G. F. Rhodes into the proposal to raise the level of Ennerdale to provide Whitehaven with an additional 3,750,000 gallons of water a day for industrial purposes. Mr. T. M. Backline, on behalf of the Friends of the Lake District, and Mr. J. W. Major, vice-chairman of the National Parks Committee, both urged the dismissal of the corporation's application

WITH A MAP OF NEWFOUNDLAND ON HER FUNNEL: A distinguishing mark on the research ship "Trepassey," which has been chartered by the British Government from the Newfoundland Government for the expedition to the Falkland Islands. She is now in London Docks

The Colonial Office has selected twelve young scientists—all single, tough and not afraid of loneliness—for two years' Polar research in the region of the Falkland Islands and its dependencies on the fringe of the Antarctic. Most of the men are university graduates, including biologists, weather men, geologists and map-makers, and they will shortly be leaving London in the 300-ton wooden research ship *Trepassey*, which Britain has chartered from the Newfoundland Government. The twelve are going out to relieve the same number of men, mainly naval officers, who have carried out scientific research in the Falklands for the past two years, working throughout in conditions of wartime secrecy. The *Trepassey* was built last year by the Newfoundland Government, and she incorporates many features of the celebrated *Discovery*

THE FENCE THAT CAUSED THE FUSS : This section of the Crowlink Downland, bordering the famous Seven Sisters Cliffs, Sussex, was purchased in 1928-31 by the National Trust for the recreation of the public for all time. Now it has been fenced in and the ground let to a farmer at an annual rental of £75, an action which has caused a heated controversy involving charges of illegality

COMMEMORATING A NOTABLE GIFT : The stone erected on Crowlink Downland to commemorate the generosity of Mr. W. C. Campbell, to whose munificent donations the preservation of this area is largely due. As a result of the fencing-in of Crowlink local residents are up in arms

When asked to explain why part of the National Trust property of Crowlink has been fenced in, despite the fact that the downland was bought for the nation by public subscription, Mr. G. M. Trevelyan, for the National Trust, has declared that the property has been leased to a farmer in the interests of food production and that the whole question will be reviewed in four years' time. He affirms that the Trust has committed no illegality, and, after careful consideration of the moral obligations, declares that the fencing is at present in the public interest. This announcement has not satisfied some of the sterner critics

TO THE BUTTS BY BOAT : Passing Somerton Drawing Mill en route to Martlam Broad for the opening duck shoot of the season. The guns obtained a fair bag of wild duck, partridges and hares, which abound in this marshy area. There are also many rare birds to be seen at Martlam

A THRILL FOR THE PEOPLE OF WOODSTOCK : A scene being shot in this old-world Oxfordshire town for the film "Frieda," which is being produced by the Ealing Studios. In answer to an appeal for assistance by the film company many local residents took part in the crowd scenes, together with Mai Zetterling, the Swedish actress who plays the lead with David Farrar. The story concerns the romance of a prisoner-of-war and his bride, Frieda, who helps him to make his escape. For the purposes of the film Woodstock will be known as Denfield

IN ACTION AMONG THE REED-BEDS : Major Philip Martin, a well-known Yorkshire sportsman, shooting from a bridge on Martlam Broad, East Norfolk, at the start of the duck-shooting season. His boat, with its eel-catching device, is moored in a backwater

Martlam Broad, 124 acres of water surrounded by many hundreds of acres of reed-beds, together with the adjoining farmlands and marshes, is ideal duck-shooting country, and recently it was the scene of the first big shoot of the season in the East Norfolk area, when a good mixed bag of wild duck, partridges and hares was obtained by Captain Paul Marden, Major Philip Martin, and other keen shots who assembled for the occasion. In the winter of 1938 practically the whole estate was inundated by the sea, but it has made a good recovery, and much of the wild life has returned. Many rare birds are to be seen on Martlam Broad, and during the day guns saw two black terns, once thought to be extinct in East Anglia

A VISIT to the TUDOR VILLAGE

Chiddingstone, an Important Acquisition by the National Trust

Described as the most perfect Tudor village in all England, Chiddingstone, which lies eight miles from Sevenoaks, is a valuable addition to the National Trust properties. Arrangements for its acquisition were put in hand just before the outbreak of war, and during the past summer many walkers in the Garden of England have paid visits to the village to admire the Tudor buildings, the oldest of which date from the days of Henry VII. None of the cottages are later than the Elizabethan period. Chiddingstone Castle, the ancestral home of the Streatfeild family, is now a girls' school. There is an 18-ft.-high boulder of sandstone in the castle grounds, known as the Chiding Stone. Legend has it that it was the judgment seat of the Druids

A DREAM VILLAGE IN THE GARDEN OF ENGLAND: A view from the church tower of the Tudor cottages of Chiddingstone, a village eight miles south of Sevenoaks which has been taken over by the National Trust and will be preserved from encroachment for all time

***On left*—CHIDDINGSTONE'S CASTLE INN: It stands opposite the parish church and, together with the Tudor houses, the National Trust will preserve it from modernisation**

***On right*—SURVIVING THROUGH FOUR CENTURIES: A half-timbered and gabled house in the village street at Chiddingstone. Note the handsome carved supports beneath one of the upper windows**

***Below*—THE GLORY OF TUDOR ENGLAND: Gabled houses in the village street at Chiddingstone. The village has been purchased by the National Trust with funds from the Fallows Bequest**

THE ABBEY THAT BECAME A FARMHOUSE: Built and founded by Alured St. Martin in 1176, this former Cistercian Abbey near Robertsbridge, Sussex, has of late years provided a home for the Mannington family, who grow hops on the adjoining land. At the end of September the Abbey Farm came into the market and was bought by the present tenants for £8,000

THE ABBEY FARMERS—The Mannington family have grown hops in the Robertsbridge district for over seventy years, making their home in the converted Cistercian Abbey dating back to the twelfth century. Alderman William Mannington farmed the land until he was over ninety years of age and was followed by his son, Mr. John Latter Mannington. At the end of September they bought the property outright, and the present farmer's son, another John Mannington, hopes to follow in his father's footsteps. He has just been demobilised from the Army after six years

CISTERCIAN MONKS USED THESE STEPS 770 YEARS AGO: A staircase in the Cistercian Abbey at Robertsbridge, Sussex, which is now used as a farmhouse

Below—

PRESERVING OLD BRISTOL—The news that the Council for the Preservation of Ancient Bristol is actively at work is heartening for lovers of this old western city, with all its associations with the Elizabethan smuggling days and with its architectural legacies from many periods. King Street, which lies in a picturesque quarter between the arms of the Floating Harbour, is to become Bristol's museum street under the latest preservation scheme, and one of its buildings will provide accommodation for the British Council, enabling them to receive and entertain overseas visitors. In the same street is the Llandoger Trow, an inn having the characteristic bay windows and half-timber work of the Tudor and Stuart periods. The Llandoger Trow was started by a Welshman who came from North Wales to settle in Bristol, and he named the house after the boat in which he sailed. The Llandoger Trow had associations with the African slave trade, and it was much used by smugglers, as witness its subterranean passage to the harbour

GEORGIAN HOUSES ON ST. MICHAEL'S HILL, BRISTOL: The Council for the Preservation of Ancient Bristol, an extremely active body at the present moment in view of civic reconstruction plans, has scheduled this street in the heart of the city. St. Michael's Hill adjoins Colston Street and leads up from the centre of the city towards Clifton Down Station. Running parallel is better-known Whiteladies Road

THE HAUNT OF LONG JOHN SILVER? The celebrated Llandoger Trow in King Street, Bristol, which possibly provided background for episodes in Stevenson's "Treasure Island," the author knowing the inn well. The whole of King Street is to be preserved as a Bristol show-place

AUSTERITY RULES AT LONDON AIRPORT

Primitive Improvisation is Still in Force at the Headquarters of Civil Aviation

By CHARLES GRAVES

ONE can presume that a priority job for Lord Nathan, the new Minister of Civil Aviation, is to investigate the conditions now reigning at London Airport, alias Heathrow, alias Heath (Robinson) Row. If he has any real association with his colleague at the Board of Trade, who is so busily announcing that, properly handled, tourism to England can produce £100,000,000 a year, he will already have discovered that nothing is more anti-box-office to high-grade visitors than the present situation at London Airport.

Perhaps it is sheer whimsy; perhaps it is the long arm of Lady Astor; perhaps it is mere inefficiency—the fact remains that Heathrow has no drink licence, except one granted to a club of local employees on the airport. Was a drink licence ever applied for? Was it applied for and refused? It is safe to say that there is no other international airport in the world where a traveller fresh, or rather stale, from a long-distance journey cannot secure a drink. It is equally certain that there is no airport in the world where somebody coming to meet an air passenger is forbidden to solace himself during the almost inevitable delay with the aforesaid drink. Nor can there be any airport, international or otherwise, where the simplest refreshments, like a bun or cup of coffee, are unobtainable, except at normal hours.

The other day, as a case in point, Irving Berlin arrived in an aeroplane due to land at 11 p.m., but actually arriving at 5 a.m. Several fairly important persons—film executives, music publishers, theatrical producers, and others, arrived at Heathrow to welcome the little man with the big song hits. During their wait of six hours they had to sit around without even a cup of tea. I believe that the present condition of catering at Heathrow has reached so low a pitch that it is now being discussed at a very high level by the M.C.A. The initials M.C.A. in the United States stand for that exceedingly efficient organisation, the Music Corporation of America. In England they stand for that exceedingly inefficient organisation, the Ministry of Civil Aviation. But that is by the way. The fact remains that solid food and snacks are not up to standard. I have just been to Heathrow, and I know. . . .

Apart from the Senior Mess, controlled by the B.O.A.C., there is nothing but a canteen at which any miner would turn up his nose. True, a trolley is supposedly available at fixed hours of the day for permanently employed personnel at Heathrow. These trolleys are also supposedly available for air passengers. But they seldom arrive on time.

The conditions of comfort and pay under which the several hundreds of people permanently employed at Heathrow have to live are also well below par, to say the least of it. Who is more important at an international airport than the airport manager, the telecommunication staff and the officers in the control tower? The answer, apparently, is the porters. The seniors of the latter category of employees earn £7 or £8 a week. This compares strangely with the earnings of assistant control officers. The latter, on whom the lives of so many people depend, start at a salary of £427 a year, rising by annual increments of £18 to £580 a year. (No wonder that a control officer at Northolt, similarly underpaid, has recently been snapped up by K.L.M.—probably the finest airline in the world—and given a rise of nearly £1,000 a year.) The Chief Control Officer receives the munificent sum of £690 a year. The Ministry of Civil Aviation has so far failed to supply me with exact figures of the salary of the airport manager, who has multitudinous responsibilities. But I am not far wrong in saying that he is paid £880 per annum, and that his two assistants receive £590 per annum, £90 of which is war bonus, and may therefore be withdrawn at any given moment.

The girls who work the teleprinters and have to endure the most awkward shifts, receive something in the neighbourhood of £3 a week. Radio officers are being invited to join the organisation at the handsome salary of £4 10s. a week. The more one probes the set-up, the more clearly is shown the unsuitability of civil servants for commercial enterprise. . . . With the best will in the world they are only suitable for pensioned jobs which have no competition with the robust character of real business. It is inconceivable that, if Heathrow were run as a commercial enterprise by intelligent business men, the buildings recently erected for outgoing air travellers should already be too small and, therefore, absurdly too tiny for the expected rush of air travellers next year.

Then what about the hangars now being put up? None of them is big enough to take a Constellation or Skymaster. Even to-day, flying has not yet reached the point where aircraft can land or take off without reference to the prevailing wind. The winds round London are notoriously variable, and yet there is no remote-control switch to turn on the lights on any of the three runways in an emergency. It is necessary to send an electrician and runway controller by bicycle or lorry to select the correct runway and switch on the lights—a job which involves the covering of 10 miles and a couple of hours. Moreover, it is quite possible that when they have performed their duties, the wind may have changed and they may have to be instructed to do it all over again on another runway.

A week or two ago there might have been all kinds of trouble because of the lack of the appropriate remote-control switch to turn on all the lights. So far, Heathrow has had no serious accident. This is a combination of providence and the exceedingly hard work and efficiency of the resident personnel. Take parking. There is nowhere on the aerodrome to park aircraft. All that can be done is to put them on one of the temporary unused runways. If, however, the wind chooses to change and that runway is suddenly required, it is necessary to tow perhaps a dozen four-engined aircraft out of the way to enable incoming aircraft to land. Which, as Euclid used to say, is absurd.

At the moment, London Airport is used by British Overseas Airways Corporation; Pan-American; American Overseas Air-Lines; British South American Airways; Trans-Canada; Fama (the Argentine Air-Line); London Aero Motor Services; Waterman's Air-Lines; South African Airways; not to mention Venezuelan, Columbian, Brazilian, and other minor air-lines.

At first sight it is surprising to learn that these various organisations of so many different countries "muck in" admirably; but, on second thoughts, it is not so astonishing. All of them are banded together by a fellow feeling of discomfort. True, in the last month a number of prefabricated, single-storey buildings have taken the place of the tents previously used for passenger reception and other important aspects of traffic control. But even now, things are deplorable. It is generally agreed at Heathrow itself that not only should the London Airport not have been opened on June 1, but that it should still not be open as a terminal airport for international air-lines. The crux of the situation is shown by the fact that there is no provision for anything except the most temporary maintenance. Nearly half the movements at Heathrow are positional. In other words, every aircraft which requires anything like a major repair has to be flown off somewhere else. Yorks and Lancastrians have to fly all the way to Hurn, Dakotas to Whitchurch, Haltons—the civilian version of the Halifax—to Bovingdon; others to Langley and points west. The amount of aviation spirit wasted in this way must irk every motorist who is suffering from his present lack of petrol.

Mind you, there are wonderful ideas about the erection, at the cost of £30,000,000, of a superb terminal building in the middle of the aerodrome. There is talk about an underground railway, connecting with Hounslow West. A theatre, a cinema, a barber's shop and a restaurant, and all kinds of other luxury attachments are promised. But, as the most optimistic expectation is that the first brick will not be laid until 1948, the situation will remain unchanged for a long time to come.

It must be understood that none of my comments on Heathrow is directed against the existing staff on the spot. They work very long hours. They are underpaid. Those that are billeted on the airport itself are herded into a single house and some stables, with only one bathroom. This is not adequate for fifty key personnel, who include traffic staff of the B.O.A.C., senior members of the Air Ministry Signallers personnel, and other executives, each of whom has one iron bedstead, one chest-of-drawers, one chair and, if he is lucky, a section of coconut matting. No, the conditions at Heathrow are entirely the fault of high-level officials at the Ministry of Civil Aviation. How soon, I wonder, will Lord Nathan (who, like me, enjoys the good things of life) pay a visit to Heathrow and discover for himself the truth of what I am writing? No doubt, of course, things will be tee-ed up for him, and I therefore suggest that he should pay an entirely unexpected visit to London Airport. He should inspect anything, from the lavatories to the Press room. This, incidentally, is 10 ft. by 8 ft. and has no windows. After all, the Socialists like a good Press. . . . He should enquire about the easterly wind and the bad visibility which it causes. He should take a quick look at the "post office," which is still a mobile van, though a prefabricated building is in the course of completion. Even if his arrival is unexpected, his face is probably too well known to the waitresses and others who serve the trolleys, for him to discover that anything done for a visitor, or even a member of the permanent staff, is in the nature of a favour rather than ordinary service.

As a good Socialist, he might also enquire what rest-room or other accommodation is available for the taxicab drivers, the car-hire drivers and the private chauffeurs who inevitably wait for hours at a time for an aircraft which does not touch down at its estimated time of arrival. Needless to say, there is none.

It is possible, of course, to pick holes in any new enterprise, particularly any enterprise which starts at half-cock before it is ready. On the credit side of Heathrow you have the loyal co-operation and determination of the permanent staff to overcome as many difficulties as possible, in as short a time as possible. You have the important fact that Heathrow has the advantage of being the flattest airfield for many miles, with nothing nearer than St. Paul's Cathedral or Windsor Castle to obstruct a low-flying aircraft. You have the further fact that it is only 20 miles or so from London, and that there is no aerodrome nearer than Hurn where big aircraft like Constellations can find concrete runways at least 3,000 yards long.

But, after all, the war in Europe was over nearly eighteen months ago, and it seems incredible that the primitive improvisation still in force at Heathrow was unavoidable.

SAFETY FIRST AT THE LONDON AIRPORT: Every time a large air-liner takes off a fireman stands at the ready, his sole task being to watch the exhaust-pipes from which heat and long flames are belched in that vital moment as the plane revs up before taking off. Once airborne, of course, the danger of fire is minimised by the very speed of the plane through the air. *Left*—A fireman bringing his gear into position. *Right*—Waiting with apparatus poised beside the exhaust

CECILIA COLLEDGE TURNS PROFESSIONAL : The former Amateur Skating Champion of the world prepares for her star role at the Stoll Theatre. Tom Arnold has transformed the stage of the vast Stoll Theatre in Kingsway into an elaborate ice-rink for his new show *Icecapades*. It has been produced by Armand Perren, champion skater of Switzerland, and gives Cecilia Colledge her first part on the stage

LONDON, BOSTON AND ROME.

Entertainment News from Europe and America

A SPIRITED BOLERO AT THE WINDMILL THEATRE : Teddy Haskell and Joan Rock in one of their dances from Revudeville No. 198. This remarkable action picture was taken on the stage of the little Windmill Theatre using a 1,000,000 candle-power, high-intensity lamp with a flash of 100,000th of a second

A NEGRO IN ELIZABETHAN DRAMA : Canada Lee as he is and as he appears in "The Duchess of Malfi." He took over McKay Morris's part as Bosola in John Webster's classic play which was produced in Boston, Massachusetts, last month. By so doing, he was the first negro actor to portray a white character on the American stage

BACK TO THE NAUGHTY 'NINETIES : The Trocadero celebrated its Golden Jubilee in appropriate costume. On October 5, 1896, the Trocadero Restaurant opened its doors to our grandfathers, who entered a scene similar to that re-created fifty years later. The celebrations went on for a week and included an elaborate cabaret with a parade of fashions, covering the half-century. The grill-room was transformed back to its original state; tables were lit with candelabra and guests were attended by side-whiskered waiters. In the picture above, the *maître d'hôtel* casts his eye over one of Mr. Cochran's Young Ladies, who took part in the cabaret

A NINE-YEAR-OLD ITALIAN PRODIGY CONDUCTS AN ORCHESTRA OF EIGHTY PLAYERS : Pierino Gamba wielding the baton at the Basilica di Massenzio in Rome. Recently, Pierino Gamba gave a concert at the Rome Opera House which included Beethoven's First Symphony. His conducting of a full orchestra was acclaimed by an enthusiastic audience with shouts of "*Viva Maestro!*" and he was showered with roses. Later this remarkable young man is to make a tour of England and America

The World of Books—By Vernon Fane

BRITAIN IN "THE ROARING CENTURY"

A Fascinating Story of Social and Political Life With the Railroad, Symbol of Victorian Progress, as Inevitable Background

I HAVE read and re-read Mr. R. J. Cruikshank's fascinating ROARING CENTURY (Hamish Hamilton. 12s. 6d.), which from 1846 till to-day traces the sweep and variety of the political and scientific interests, the literary tastes and the social shibboleths of the past hundred years. The original inspiration of this book was a faded copy of the *Daily News* dated January 21, 1846, and from this and other old newspaper files the writer decided to assemble material for an article.

But the material was too exciting and too diverse. It soon overflowed the bounds of a single article, and eventually the present book took shape for our instruction and pleasure.

The year 1846 itself was a remarkable one politically, for it saw Peel, then Prime Minister, declaring for the Repeal of the Corn Law and shattering the Conservative Party in the process. It was in that year that the balance of power was altered in English Society, and that Free Trade was born. In 1846 the great Irish Emigration to America began, that in ten years was to take at least 2,000,000 men from their native country, escaping from starvation.

In this connection, Mr. Cruikshank quotes Mr. J. L. Garvin's " brilliant shorthand note of history " ; that America gave Ireland the potato on which a large population was reared ; from America came the blight which destroyed the potato ; and it was America which provided a sanctuary for the victims.

The growth of the railway system was a sign of Victorian progress and, to the author, a symbol of the times. He has many stories about " the misgoings of locomotives."

The book is packed with good things and blessed with an index which makes reference to its crowded pages easy. As for the illustrations, they illustrate more than the contemporary times, for they are the visible expression of the author's own wit. They are taken from prints, cartoons, royal photographs, sheet music and engravings, and not one of them is banal or even familiar.

Everyone who likes a good, fast-moving story about hunting in which horses, hounds and many a good point are mixed with a strong love interest, will enjoy HUNTER'S MOON, by Marguerite F. Bayliss (Heinemann. 10s. 6d.).

The story dates back to over a century ago and the action swings backwards and forwards over the Atlantic from the uplands of New Jersey and the lush Virginia country to well-known fox and stag-hunting country over here. It goes off with a bang with a glorious murder, and the appearance of an exquisite young Virginian who rides better than his cousin (who tells the story), and who is suave, charming and dangerous. The New Jersey cousin is pretty good himself, and we settle down to a tale of misunderstandings, deadly duels, plots and counter-plots. The action then switches to London coffee-houses and some rough, hard riding in the Shires.

Notwithstanding the hyperbolical gusto, the reader, be he a hunting man or not, cannot fail to be carried away by this thumping good yarn. It was first published in a limited edition in the United States at 15 dollars a copy, but created so much interest that it afterwards became a popular and spectacular best-seller over there.

That distinguished dramatic critic, Mr. A. E. Wilson, is determined to get us into the right spirit for what was once known as the festive season, by writing a discursive and amusing history of pantomime, since its introduction to the English stage at the beginning of the eighteenth century. Appropriately enough, PANTOMIME PAGEANT (Stanley Hall. 16s.) is a most entertaining volume.

Here you will find reminiscences of the dames and clowns and principal boys that Mr. Wilson has known and sometimes applauded, and stories of the great in that profession, back to Dan Leno and, before him, Grimaldi. His quotations from pantomime dialogue are so evocative of the Christmas " treat " that one can almost smell the old-time scent of oranges and hear the squeaking and rustling of a thousand enraptured but fidgety children.

Pantomime began here in 1717 and flourished in various forms until mid-Victorian times, when some contemporary critics thought that it was dying through excessive mechanisation. It never did die, of course, and not even the war years were responsible for such a fate as this humorist describes in the '60's :

" Not a laugh was heard, not a topical joke,
As its corpse to oblivion we hurried ;
Not a paper a word in its favour spoke,
Of the Pantomime going to be buried."

Even before the days of Captain Cook there was Pacific exploration, and Mr. Christopher Lloyd has written a first-rate account of the voyages of the early explorers and navigators. In PACIFIC HORIZONS (Allen and Unwin. 10s. 6d.) you will find the stories of Bougainville and Juan Fernandez, of Quiros and of Byron's grandfather, and the relevant parts of the stories of such men as Drake and Anson, " famous," writes the author with well-bred understatement, " for other reasons than for geographical exploration."

These men it was who set the problem which Cook was to solve with triumphant finality. The author, with a great deal of justice, says that the story of his book is to be found in the Argument of the *Ancient Mariner* :

" How a Ship having passed the Line was driven by Storm to the cold Country towards the South Pole ; and how from thence she made her course to the tropical Latitude of the Great Pacific Ocean ; and of the strange things that befell ; and in what manner the Ancyent Marinere came back to his own Country."

The book is illustrated imaginatively and well with reproductions of old charts and maps, and with one or two contemporary prints which underline the overwhelming difficulties of the heroic pioneers.

A MASTER OF LANDSCAPE : " The Road " (*left*) and " Landscape at Eragny," two widely differing works by Camille Pissaro, the great French impressionist, which are published in colour in " Camille Pissaro at the Musée du Louvre " (Collins. 30s.), a magnificent production with text by John Renald. " The Road " was painted in 1870, a short time before the outbreak of the Franco-Prussian War, and it is representative of the artist's pre-impressionist style before he came under the influence of Manet. The second picture belongs to 1895, and was completed some years after Pissaro had renounced divisionalism, but the traces of that experiment are still noticeable, the picture lacking the delicacy of so many of his works. The volume is the third in a series devoted to reproductions in colour from the museums of the world. It is printed in Belgium and thus free of paper restrictions

" FILLETTE AU CHIEN " : This drawing by the much-discussed Picasso provides the frontispiece for the finely produced " Twentieth-Century Drawings," which has just been published by Pleiades Books

PORTRAIT OF YVETTE GUILBERT : Kokoschka's study of the renowned French diseuse and interpreter of the seamy side of Parisian life. It appears in " Twentieth-Century Drawings " (Pleiades Books. 18s.), and the book is one of the finest examples of first-class production to be issued since the close of the war. The notes on the artists are by Graham Reynolds, Assistant Keeper, Victoria and Albert Museum. Kokoschka is of Czech origin. Mr. Reynolds describes his portrait drawings as being of exceptional accuracy, and he notes particularly the Guilbert drawing. Guilbert's piercing eye, ironic nose, mordant mouth, are all noted down

SHORT REVIEWS : A Selection from the Publishers' Lists

THE CONQUEST OF TUBERCULOSIS, by George Bankoff (Macdonald. 6s.), is the third volume in " The Conquest " Series. The author traces the history of this dread disease, describes its varying symptoms, and explains in simple language how the medical profession has waged war upon it.

UNDER THE CRUST (John Lane. 7s. 6d.) is a first-hand report of life in a British coal-mine by J. B. Pick. The author, wanting to know all about conditions underground, volunteered for a miner's job, and, during his eighteen months at the pit, he came up against some startlingly stern realities. This is first-rate documentary material.

THREE ASSAULT LANDINGS (Gale and Polden. 8s. 6d.) is the story of the 1st Battalion the Dorsetshire Regiment, and the author, Lieut.-Colonel A. E. C. Bredin, D.S.O., M.C., gives a factual, unadorned account of the brilliant actions of this unit in Sicily, Italy and North-West Europe. The fact that the author writes with restraint lends added power to this simple narrative of great endurance.

THE JEW OF TARSUS, by Hugh J. Schonfield (Macdonald. 10s. 6d.), is an unorthodox account of the life of St. Paul, throwing into relief the unusual personality and genius of the great apostle of the Gentiles. The author has an exceptional knowledge of the period.

BRITISH SHIPS AND SHIPBUILDERS (Collins. 4s. 6d.) is the latest addition to the " Britain in Pictures " Series, and, as ever, it is admirably produced. The text is by George Blake.

WE PIANO TEACHERS (Skeffington. 8s. 6d.) is an excellent text-book on music teaching by Victor Booth, Fellow and Professor of the Royal Academy of Music.

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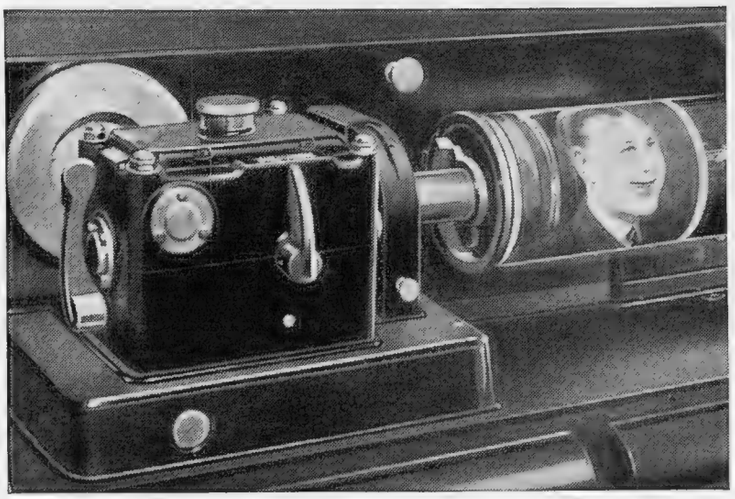

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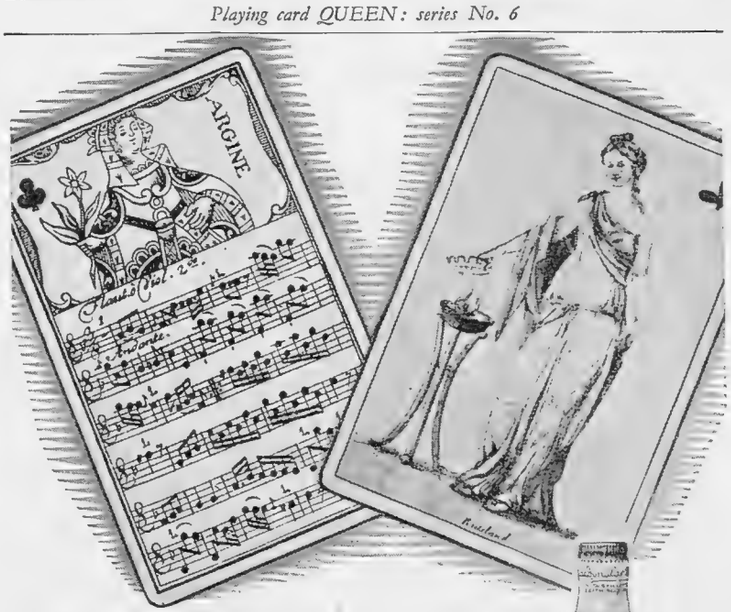

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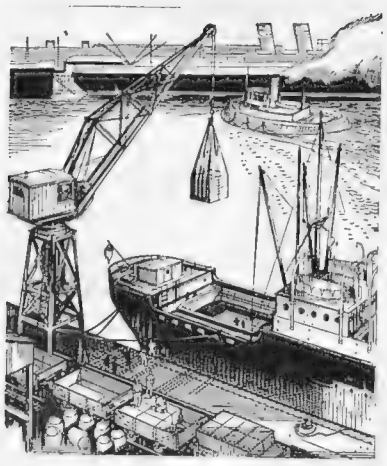

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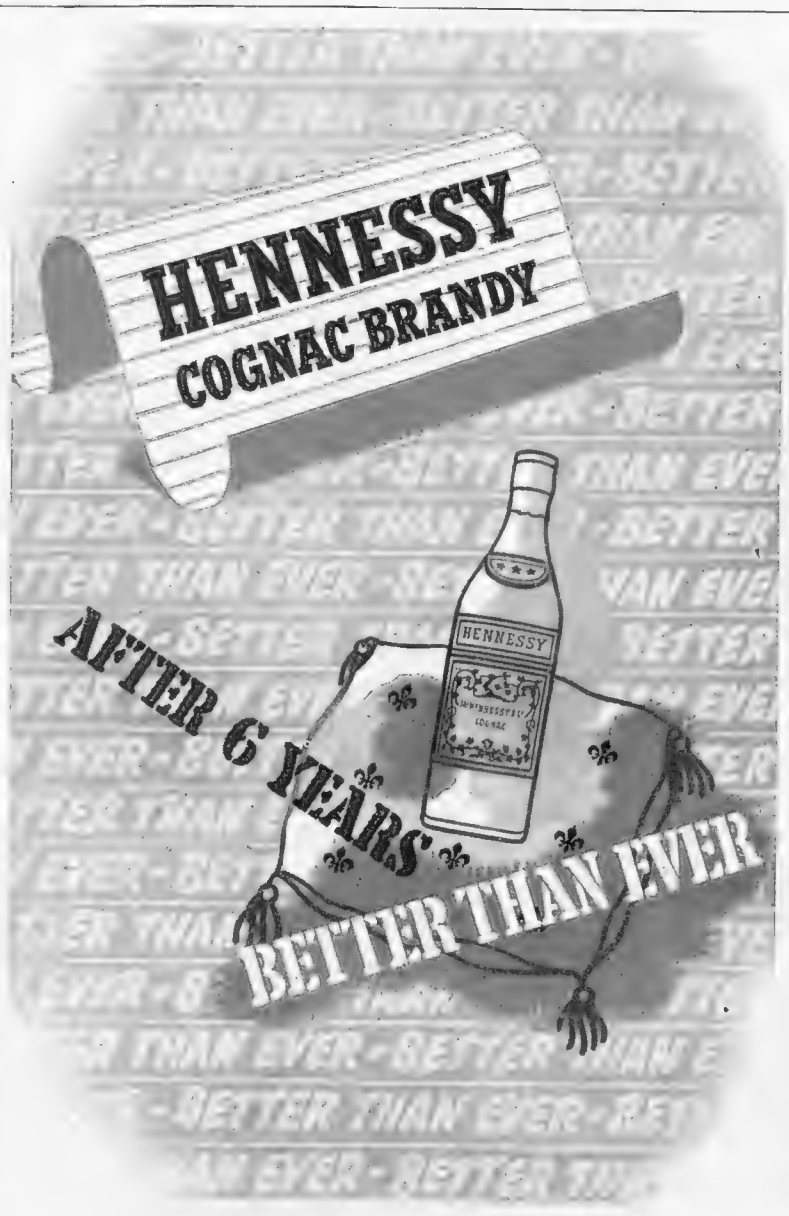

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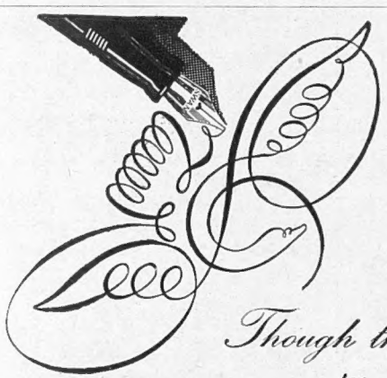

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